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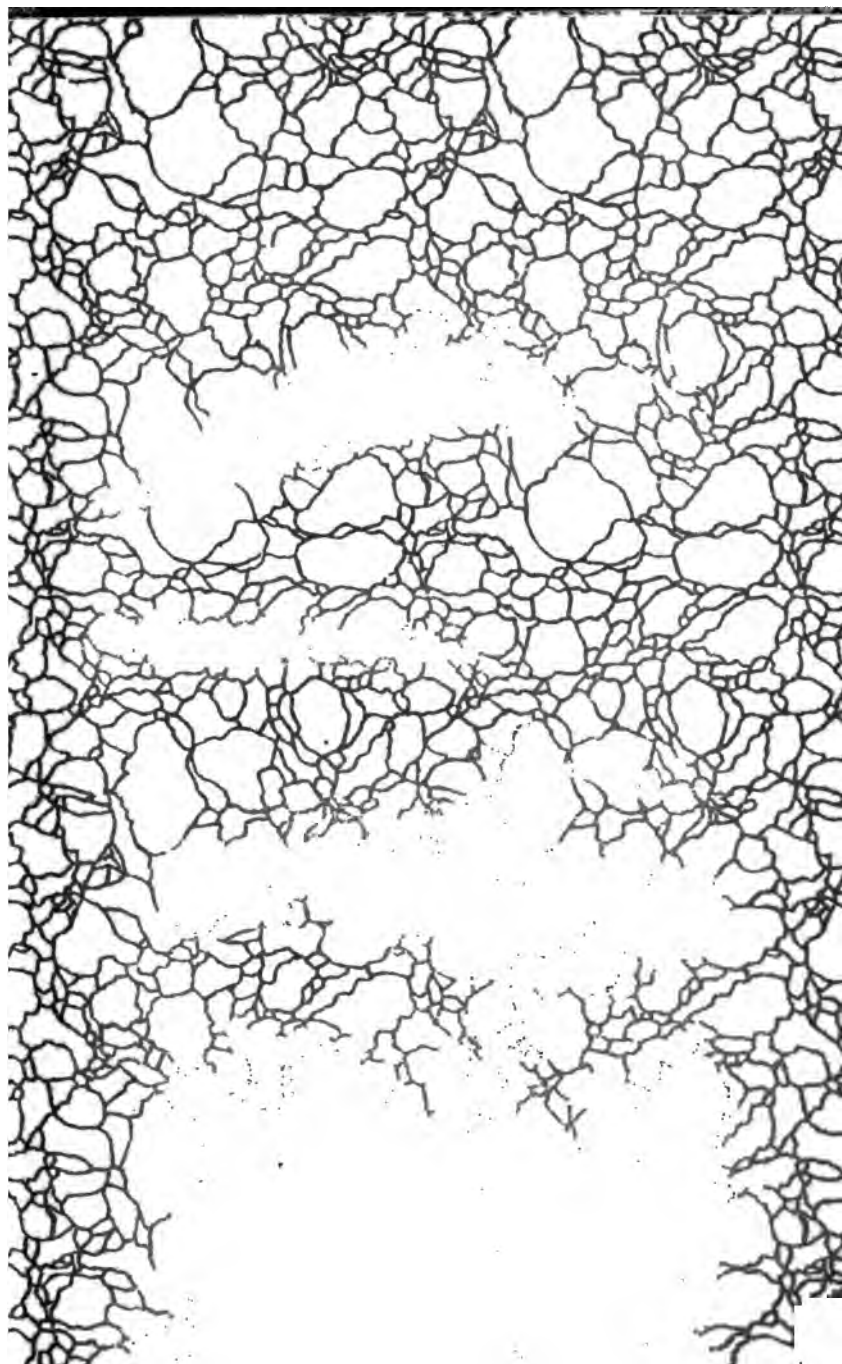
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CONRAD H. LANZA

Captain, 5th Field Artillery.



KEMLEIN & JOHNSONS
GUIDE AND MAP
OF
MANILA AND VICINITY

A HAND BOOK DEVOTED TO THE INTERESTS
OF THE TRAVELING PUBLIC

BY
H. KEMLEIN

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TABLE OF CONTENTS

Foreword	Page 5
About Manila	6
Historical Sketch	8
The Battle of Manila Bay	12
General Information	18
Customs	18
Steamship Communication	18
Inter-Island Service.	19
Railroad Time Tables	22
Electric Railroad Time Tables.	25
Public Vehicles	27
Livery Rigs.	28
Postal Rates	29
Cable Rates	30
Consular Corps	32
Police and Fire Departments	32
Schools	33
Museums and Libraries	33
Theatres	34
Hospitals and Charities	34
Clubs	35
Benefit and Secret Societies.	35
Army of the Philippines	36
Health Rules	37
Statistical Information	38
Manila	38
Philippines	40
Distance Tables	43
In the Philippines	46
Difference in Time	47
Curios.	47
Jusi and Piña Cloth.	48
Horse Racing	49
Cock Fighting.	50
Athletics.	51
Prize Fighting.	51
Other Sports	52
Living in Manila	52
Sources of Wealth	52
Manila Cigars	53

Roads and Drives	Page 55
Hotels	" 56
Banks	" 56
Steamship Offices	" 56
Cable Offices	" 57
Post and Telegraph Offices.	" 57
Boards of Trade.	" 57
The Luneta	" 57
Botanical Garden	" 58
Bridges	" 59
Churches	" 60
Monuments	" 62
Other Attractions	" 63
Little Journeys	" 66
Advertisements	" 73

FOREWORD

The object of this little volume is to give accurate information in regard to Manila.

There is much to see and much to do in Manila when one knows how to go about it. The new comer to these shores unfamiliar with the language and customs of the people, would possibly find sight seeing here hot and tiresome work, unless he had a guide, to put him on the right road. We have designed this pamphlet to be a "guide." Careful perusal of its pages will make the stranger in Manila fairly familiar with the city, its people and its customs. The information here given has been carefully prepared. The street railway time table and launch schedules are accurate upon the date of publication.

The business men here are energetic and progressive. The stores and shops have to offer as great a variety of European and American goods as can be found in any great city in the world. Everywhere English is spoken. Before American occupation the business and social language was Spanish; but even in the native and Spanish stores today it will be found that the clerks all speak some English.

Bear in mind that the Filipinos are a civilized people. They have their churches, schools, charities, dramatic and musical organizations, and now, under American rule, their popular Assembly of law makers. The upper classes have had every advantage of education, many of them being graduates of European and American universities. Many of them are men of wealth. Comparatively few are engaged in commercial pursuits. For the most part they are agriculturists or professional men. In and about Manila the native language is the Tagalog, but the commercial language is Spanish. Four hundred years of Spanish rule has left a deep impression upon these people and their customs that will continue through generations.

It will be found that the natives are a very kind and hospitable people, slow of wit, and often rather trying to the patience of a Westerner, but with a desire to be courteous toward all. The *cochero* (coachman or hack driver) is a particularly trying sort of a person. The new comer is sure to fall afoul of him. The *cochero* is usually an ignorant *tao*, perfectly wise to the ways of the

americano, however, and ready to get the most money he can for the least service. Always remember that the *cochero's* powers of graft are limited by the vehicle regulation law. This can be found on another page of the guide.

All public drives, parks, theaters, hotels, etc., are open to people of all classes. There is no class distinction in Manila. It will be found that all public servants are extremely courteous. The principal streets and parks are all policed by American policemen, although the bulk of the police force is made up of native patrolmen.

Be patient, talk English, and you will find it very easy to get along in this section of the globe.

ABOUT MANILA

Manila is the most beautiful and interesting city on the shores of the China Sea. Its settings are tropical. It is cosmopolitan. It is full of historic interest. Its architecture is a strange mixture of Spain and old jungle days. The customs of the native peoples are strongly tinged with those of their Spanish conquerors who ruled them with a rod of iron for nearly four centuries. But the dominant spirit today is American. The ten years of American occupation have witnessed an unprecedented development along purely American lines. From one of the most unsanitary, Manila has become the most sanitary city in the Far East. The old horse tramway and broken down street vehicles have been swept away, to give place to a thoroughly equipped and up-to-date electric street car system. Splendid sewerage and water works systems are now about completed. Beautiful parks and boulevards have been laid out. By enormous outlay of money the harbor has been made one of the best in this part of the world, and the work of erecting modern steel docks for the accommodation of a large number of vessels is now going forward.

Enterprises, entailing the investment of many millions of dollars, have been set afoot and are being carefully fostered by the Government. Hundreds of miles of railroad, opening up vast areas of the most fertile and productive sections, are now under construction. Not alone has the American spirit of push entered into large enterprises. There are hundreds of Americans scattered throughout the archipelago as planters, lumbermen, traders, fishermen, merchants and pearlmen. In Davao district, Mindanao, there are about one hundred American plantations for cocoanuts, hemp, cacao and rubber. Few of the planters there had much capital to start with, and many of them are already accounted rich men.

It is a land of glorious promise to the young men who know how to take off their coats and go to work. The climate is delightful and statistics show that it is very healthful, as well. Of course, the pioneer who goes out into the jungle to win his fortune must stand many hardships, but they are as nothing compared with those of our forefathers in America. It is a land of plenty. Nutritious fruits and vegetables grow wild, the jungles abound with game, and the waters are alive with fish.

Manila is the metropolis and capital. It is steadily growing in importance as a port of transshipment in this section of the globe.

Manila is situated on the west coast of the Island of Luzon, at the mouth of the Pasig River, which empties into Manila Bay. It is in latitude 14° 30' North, and longitude 123° West.

It was founded by the Spanish in 1571, half a century after the discovery of the Islands by Magellan, and six years after the Philippine Islands were annexed to the Crown of Spain. In 1645 the city was almost entirely destroyed by an earthquake, when 300 lives were lost. Similar visitations in 1863 and 1880 were only slightly less destructive. The result is that the present buildings are built more with reference to safety from earthquakes and typhoons, which are as well occasionally very destructive, than to pretensions toward architectural beauty. The wall about the Old City was built for protection against Chinese and Malay pirates, who formerly levied tribute on land as well as on sea in this part of the world. Some parts of the wall were built in the sixteenth century, while a portion is of later date. There are six narrow gates in the wall, but since the American occupation, several new breaches have been made.

The city is practically divided into two parts, the official or walled city being built on the left bank of the Pasig River, while the commercial city is situated on the island of Binondo, which forms the right bank of the same river. The Escolta, the main business street, traverses this suburb, and in it most of the European stores and bazaars are to be found. The Rosario, another broad thoroughfare in Binondo, is occupied chiefly by Chinese shops, and is a busy quarter. San Miguel, Ermita, and Paco are the aristocratic suburbs, being the seat of the residences of the wealthy merchants and other residents. Around the walls and the edge of the bay is a fashionable drive lined with palm trees, where the well-to-do inhabitants walk, drive, and meet their friends.

The city and its suburbs contain a population of about 250,000 and are the seat of a considerable and yearly increasing com-

merce. The principal articles of export are hemp, sugar, tobacco, cigars, coffee, and indigo; while of the imports, cotton goods form the chief item. The river presents a scene of great animation, being crowded with native craft, interspersed with vessels of foreign build.

The hot season commences in March and continues until July. The rains commence in August and continue to December, during which time the roads get into a very bad condition. The maximum annual rainfall recorded is 114 inches, and the minimum 84 inches. The maximum of the thermometer is about 92°; but a cool sea breeze sets in at night, reducing the heat to an endurable temperature for sleeping.

The range of the thermometer during the year is from a little over 60° to about 90°.

The city receives its supply of drinking water from Mariquina, but a new system has just been completed, which brings in an abundant supply of good water from a reservoir in the hills.

The Manila harbor, now one of the best in the East, has been constructed within the past 10 years. *

While men who have been living throughout the provinces during the past few years have found the climate very healthy and attractive, since the American occupation, the sanitation of not only Manila, but of interior towns, has been greatly improved, and the death rate has been low. There are occasional epidemics, such as the great cholera epidemic in 1902, but comparatively few Americans suffered, and then only those, as the statistics show, who failed to take the proper precautions. Dysentery is a common disorder, but may be avoided by the use of only boiled and distilled water.

The local storms that come in the months of May and June, the period of the greatest heat, are at times very severe. On the 29th of May, 1873, there was one of sufficient force to destroy within the walls of Manila alone forty-one dwellings, Typhoons also sweep over the Islands in great fury, and the one of the 20th October 1882, left thousands without shelter, the wind in its fury tearing down many of the native huts, as well as more solid structures in brick and stone; floods were caused by the heavy rain, and great loss of life and property resulted.

HISTORICAL SKETCH

Tradition reaches far beyond the domination of the Spanish discoverer and conqueror in the far Indies. The Spaniards, when they arrived, certainly did not find a civilization in modern sense,

but they found more than simple tribes of savages. The Indians of these early days were in possession of fire arms, weapons showing highly elaborate skill in workmanship. They were masters in shipbuilding, and more than three hundred years before the Spanish invasion, the Philippines had commercial relations with China, based not exclusively on a primitive trade in raw products.

The Filipinos were also using a system of writing, much resembling the Javanese or Hindu alphabet. Aside from these civilized or semi-civilized people there were a number of savage tribes, which resisted firmly all efforts to civilize them. The aboriginal inhabitants of the Philippines commonly called Negritos or Aetas form a race, distinct from the Malayan population. They are of little stature and dark brown color and have woolly hair. Though daily diminishing in number there are still several thousand in Luzon, especially in the mountain ranges along the Pacific coast.

Of Malay origin are the Mangyans of Mindoro, the Bagobo of Mindanao and the Igorotes and Tingyans of northern Luzon. Some of these tribes of warlike savages are headhunters and others even practice occasionally a sort of ceremonial human sacrifice and cannibalism.

Among the civilized Malayan people the principal are Tagalog, Bisayas, Ilokano. Pampangos, Pangasinans and a number of tribes of less importance. All are converted to Christianity. The Mohammedan tribes of the southern Islands are commonly known as Moros, so called by the Spaniards on account of their religion.

Doubtless the greatest explorer and most daring navigator, Hernando Magallan, discovered the Philippines, or as they were called then las Islas Ponientes "The western islands" in 1521.

After an eventful voyage of 18 months Magallan landed in March 1521, on Samar. Shortly after Magallan was killed while assisting the Dato of Cebu in a struggle with the chieftain of Mactan island.

Under Charles I, better known as Charles V, an expedition under command of Villalobos was sent forth in 1542. The only effect of this was the naming of the Archipelago in honor of the prince of Asturia, Philip II of Spain.

During the reign of Philip II another expedition conducted by Lopez de Legaspi reached the Philippines in 1565. In 1570 Legaspi was appointed by royal order adelantado and governor of the newly occupied islands.

In May, 1571, Legaspi proceeded to Luzon and took possession of Manila. On the south bank of the Pasig river was then the fortified town of Rajah Soliman, while on the north bank in Tondo Rajah Lacandola was ruling.

The fleeing natives burned their settlements after the Spaniards had charged and carried their fortifications. Returning reinforced, the Spaniards laid the foundations of the present city of Manila. In spite of their submission as vassals of the King of Spain Lacandola and Soliman, assisted by Pampangos and Macabebes, returned to drive the Spaniards from Luzon.

Legaspi's captain, Goiti, met with a force of fifty courageous Spaniards, the reinforced native fleet of forty war-praus and defeated them in a battle on Manila Bay.

After seven years of tiresome and hard labour, Legaspi, the brave soldier and fearless conqueror died in 1572, in Manila where his remains were laid for eternal rest in the tombs of San Agustín.

During the administration of Guido de Lavezares, Legaspi's successor, Chinese pirates under Li-Ma-Hong attempted to raid and capture Manila. With sixty two war-junks, manned with 4,000 men the bold filibuster arrived at Manila bay in November 1574. Li-Ma Hong landed a force of 600 men under command of Sio-Co.

Manila with its still weak fortress and its garrison of 120 armed men resisted the fierce attack, while Goiti the brave defender fell among the first victims.

Repulsed, Li-Ma-Hong prepared for another furious attack with his entire force, and tried to overwhelm the decimated Spanish defenders.

Only due to the timely arrival of Salcedo, Legaspi's grandson, with fifty Spanish warriors, Manila was saved and the battle resulted in a complete defeat of the Chinese.

Ten months later, Salcedo in pursuit of the Chinese which had retired to the Gulf of Lingayen, succeeded in burning the Chinese fleet. The surviving pirates escaped in small boats from the islands.

Francisco de Sande, the third governor of the Philippines, concluded a commercial treaty with China and sent an expedition to Borneo which resulted in the expansion of the Spanish sovereignty over Borneo and made its king a vassal to the crown of Spain.

Under Ronquillo's administration of the Philippines, the crowns of Spain and Portugal became united in the person of Philip II.

Dasmariñas, the builder of the walls of Manila 1590-1593 attempted to conquer the Moluccas. An expedition consisting of nearly a thousand Spaniards, some Filipinos and Chinese oarsmen set sail in the fall of 1593.

The Chinamen, covetous of the large sum of Mexican silver the flagship was carrying rose against the Spaniards and killed almost the entire number on board of the flagship, including *Dasmariñas*.

About the beginning of the seventeenth century a constant struggle for supremacy in the Orient arose between Spain and the Netherlands. Already the Dutch had defeated a Spanish-Portuguese fleet and founded commercial settlements on the Sunda islands,

Since 1600 the Dutch kept the Spanish settlers in constant activity and frequent descents from Manila upon the Dutch squadrons were made.

The most noteworthy are the naval encounters at Mariveles in 1610, the naval battle near Corregidor known as the battle of Playa Honda in 1617. Both battles ended in destructive defeat of the Dutch squadrons.

On several occasions the Chinese of Manila arose in arms against the Spaniards, and these revolts were finally suppressed with bloody violence. Thousands had perished.

Frequent uprisings of the Filipinos, and the ever restless warlike Moros added to the difficulties of the Spanish regime.

The period of 1641-1645 terrorized the Philippines with severe volcanic disturbances. In 1643 Manila encountered an earthquake of terrible violence. The tumbling walls and houses buried beneath their ruins more than six hundred victims.

In 1652 the colony was threatened with a Chinese invasion, Kue Sing the notorious pirate leader after establishing his independent power in Formosa where he compelled the Dutch to surrender, dispatched an embassy to Manila, demanding submission and tribute. Preparations for resistance were made. All non-converted Chinese were immediately expelled, all Churches and substantial buildings in the suburbs were razed. The Spanish troops were concentrated in Manila, when Kue-Sing's sudden death freed Manila from all fear. Once more the yellow peril had passed.

But with the restored peace the prosperity of Manila could not be restored to its former state. The ruined Chinese trade, the continuous friction between the Ecclesiastic and civil authorities, the gradual downfall of Spanish prestige as the world's greatest power, caused the Philippines decline and loss of all political significance.

Then a century of obscurity followed. The religious orders gained the bridles of the government and the Holy Inquisition was established in the Philippines.

The colony suffered terribly by epidemics, floods, volcanic unrest and fearful conflagrations.

The Church continued to rule the devastated and degenerated colony, until Governor Bustamente 1717-1919 made some serious

improvements, which introduced a period of comparative prosperity. But the old Glory of the days of Legaspi and Dasmariñas had gone forever.

Colonial war between France and England broke out for supremacy in North America. Spain, envolved in this struggle by her relations to France was totally unprepared when war was declared in 1762, The British entered the Manila Bay with a squadron on thirteen vessels. Although warned, the Spaniards made no attempt to prepare for defense. To negligence the Spaniards added the inexcusable error of mistaking the English fleet for Chinese trading junks.

The British under command of Admiral Cornish found but little resistance and on the 5th of October the city was surrendered. Honors of war were granted to the brave but small Spanish garrison, and the city was given to pillage of the British soldiers. In 1764 the Philippines were returned to Spain and Manila evacuated by the English.

The last century of Spanish rule has been comparatively uneventful. Relations with England were still strained, and a Spanish fleet under Alava was formed and sent for permanent station to the Philippines. Several more or less serious rebellions occurred since the beginning of the nineteenth century. Another revolt took place in 1872 but was easily suppressed. Dissatisfaction spread gradually among the natives and led to the insurrection of 1896. The Spaniards who learned about the conspiracy seized several hundred prominent Natives and exiled them to distant Spanish possessions, but the movement had already infected a great part of Luzon. Serious clashes between Spanish and Insurgent forces occurred in the vicinity of Manila. Some leaders were captured and shot. Peaceful conditions were not fully restored when war with the United States of America set a final end to Spanish sovereignty in the Philippines.

In the following a description is given of the beginning of a new era.

THE BATTLE OF MANILA BAY

On the 24th of April 1898, the Secretary of the Navy of the United States sent the following cablegram.

"Dewey, Hongkong, China.

"War has commenced between the United States and Spain. Proceed at once to the Philippine Islands, Commence operation at once, particularly against the Spanish fleet. You must capture vessels or destroy them."

That same day the British Commander of Hongkong, owing to the fact that his government had declared its neutrality, gave notice to the American squadron that it would have to clear port inside of twenty-four hours. The American fleet left Hongkong, China, under the command of Commodore Dewey in the Flagship Olympia on Friday, April 25th, bound for the Philippine Islands, fully equipped as to ammunition, coal and provisions, and with an extra supply carried along in the transports Nanshan and Zafiro, recently put under the American flag. After a short stop at Mirs Bay the fleet got under way for the seat of future operation, in the following formation: OLYMPIA, BALTIMORE, RALEIGH, CONCORD, PETREL and BOSTON, and after arriving off the Island of Luzon steamed slowly in the direction of Manila Bay. On the afternoon of Saturday, April 30th, the Boston, Concord, and later the Baltimore, were sent ahead to reconnoiter Point Subig. Finding no sign of the enemy, our ships again assembled in the original formation, with the transports convoyed by the despatch boat McCulloch, forming a separate column to the right. For the further operation of the fleet in the battle of Manila Bay, we quote from an article prepared for CAMPAIGNING IN THE PHILIPPINES, by Lieutenant-Commander G. P. Colvocoreses, executive officer of the Olympia.

"When the United States squadron was off Subig Bay on the afternoon of April 30th the captains were assembled on board the flagship, and on returning to their vessels it was learned that we



FILIPINO CIGAR MAKERS

go immediately to Manila Bay, anchor, and be prepared to bombard the arsenal at eight o'clock in the morning. We proceeded at a speed of eight knots in the following formation, single column, four hundred yards distance: Olympia (flying the broad pennant of George Dewey), Baltimore, Raleigh, Petrel, Concord and the Boston, the despatch boat McCulloch and the transports Nanshan and Zafiro. The ships were cleared for action and the crews were at their guns. The entrance to Manila Bay was made at midnight. There were known to be batteries there, and it was probable that the channels had been mined. Corregidor Island is at the mouth of the bay, and on either side of it are channels named Boca Chica and Boca Grande, two and one-half and six miles wide respectively. It was a beautiful star light night. A gentle breeze tempered the intense tropical heat. A young moon, occasionally veiled by clouds, was in the zenith, and the sea was smooth. Silently we entered the Boca Grande, and suddenly a light gleamed from the summit of Corregidor, probably signaling our approach. We passed a large rock called El Fraile, a rocket was fired, followed by the boom of a gun over the still waters, and a shot hurtled between the main and mizzen masts of the Concord. It was immediately replied to and the Raleigh had the honor of firing the first shot. We had been fired upon by a battery of four seven-inch guns on El Fraile. The squadron continued up the bay, the stillness occasionally broken by the cry of the lookout announcing a light upon the distant shore.

"At the first break of dawn we could make out the shipping of the city of Manila, apparently consisting only of merchant vessels. At 5:05 A. M. a battery near the city opened on the squadron, and immediately a number of shots were exchanged with it. The Spanish range, however proved too short. Our transports here left us in order to keep out of the fire, and the increasing daylight disclosed the shadowy forms of the Spanish men-of-war at Cavite on the eastern shore of the bay about five miles distant—phantom-like they appeared gliding about in the mist. The smoke was pouring from their stacks and it was evident that the long low sandy spit known as Sangley Point, which partly encloses the little bay of Cañacao, in the rear of which is Cavite, where the arsenal is situated. The point was defended by batteries which protected the left flank of the line. The vessels behind it were fairly sheltered from fire, while the right flank was extended into such shallow water that it could not be turned. The Spanish vessels were in close order, and as the mist lifted, the proud red and yellow banners of Castile and Leon could be seen grandly *floating from each masthead.*

"Our fleet in splendid order turned to the right and went for the foe at full speed, the Stars and Stripes fluttering in the breeze, and the signal 'Commence Action' flying from the yards of the Olympia; only one other signal, 'Close Up,' was made during the first part of the combat. It was a grand moment, and as we advanced the Spaniards opened fire. The zip-zip of their shells increased; soon a reply was given as each of our vessels came within range, and the steady booming of the guns became a deafening roar. Everyone was almost deaf, and altogether begrimed with smoke before the action was over.

"A supposed torpedo-boat was seen, making for our leader, but it was obliged to turn back and was beached and abandoned. No torpedo-boat in the world could have passed that shell-swept interval of a mile and a half. Our squadron defiled before the Spanish line, pouring in its shower of death with terrible effect from the port batteries; and turning it continued the same steady shower with the starboard guns. Seven separate times our ships performed this evolution as if on parade, and the Spaniards met our fire with the greatest bravery. They had fully a hundred guns playing upon us from their vessels and batteries; but their aim was poor, and the power of their artillery was inferior to ours, although they had a number of five inch and six inch breech-loading rifles. The effect was soon apparent; a large, lead colored cruiser which was taken to be the Reina Christina, presented the best target, and suffered terribly. Her ensign was shot away, but it was soon rehoisted, and it was evident that she was on fire, as we could see the fire-hose playing aloft. A Spanish vessel went to her relief and appeared to be taking men from her. Two gunboats particularly distinguished themselves, steaming up and down behind the point and keeping a steady fire upon us. These vessels were the Isla de Cuba and the Isla de Luzon.

"At 7:40 A. M. firing ceased by signal from the commander-in-chief, and we withdrew from action, the men going to breakfast. They had stood at their guns all night. The commanding officers were ordered to repair on board the flagship and a council was held. Affairs looked grave; the extent of damage done the enemy was not fully known; and the hot cannonade had expended a great quantity of our ammunition. The spirit of men and officers was most admirable. For two hours and a half they had served the guns with unflinching zeal and bravery, and cheered at every telling shot, and now as their captains passed in their gigs, they manueuvred the rails and shout after shout rent the air. Sullenly the Spanish guns joined in the uproar.

"No time was lost, and again our squadron stood in for the enemy and renewed the contest with redoubled animation. The

Spanish fire was slack. One of their ships suffered an explosion and was wrapped in flames and smoke. The Baltimore's fire told heavily against the remaining guns of the Sangley battery. The Concord received orders to go inside the Spanish line and destroy a large steamer that was in shallow water, obstructed by fish weirs, an ideal place for torpedoes and mines. At the first volley, which was opened at long range, ten boats loaded with men were seen to leave the steamer and land upon the beach. Our position was particularly favorable for enfilading two Spanish men-of-war behind the mole at the arsenal, and this was improved to the best advantage by all the division, whose work was most excellent. Every shot seemed to tell; stones and clouds of dust flew from the walls of houses, and the shells passed through the roofs, bursting beyond.

"At 12:25 not a Spanish flag was seen in the Canacao Bay except from the staff of the sunken cruiser Don Antonio de Ulloa submerged behind Sangley Point. This vessel went down with her colors flying in the most gallant manner. The Reina Christina, that had so bravely borne the brunt of battle, was a mass of fire, sinking near the bastion of Cavite, while the Castilla was burning rapidly in Canacao Bay. The remainder of the Spanish fleet had sought shelter behind the arsenal, and several of them were also on fire. The guns of the batteries at Sangley Point were silent and a white flag appeared on the sheers of the arsenal.

"The Concord continued to shell the steamer, and in order to hasten operations, boats were hoisted out and provided with combustibles for the purpose of burning; but before she had got any distance it was seen that our shells had set her on fire.

"At 1:45 we were ordered to join the Petrel at Cavite, where she was destroying the vessels at the arsenal. As we neared her, she signaled, 'Have destroyed eight vessels,' and she had six small vessels, tugs and launches in tow as prizes. When we anchored, white flags were seen flying from various points on shore and there was no longer any resistance. The battle was won, and all the vessels of the Philippine fleet had been destroyed.

"The Boston joined us at five o'clock, and we guarded the approach of Canacao Bay for the night, while the remainder of the squadron anchored near the city. The sun went down upon a 'wide and woeful sight;' the beautiful cruisers Reina Christina and Castilla were outlined from trucks to water line in flames that burst out in great columns of rose-colored smoke as the fire reached some explosive. The Isla de Mindanao was a mass of fire on the shores of the Pifias, while behind the arsenal tongues of flames ~~rose~~ *high* above the walls.

"All night the calm moon looked down upon this scene of devastation, silvering alike the cross upon the quaint old church of Cavite, the grey walls of the fort and the shattered hulks in the bay. Our crew remained at the guns all night, and early in the morning a launch flying a flag of truce came out. In it were an aide-de-camp and his orderly, and they were taken to the flagship. Later in the morning the General commanding at Cavite and his staff passed us in mournful procession. They had been to the flagship to surrender. Our men stood at attention as they neared, and saluted, which the Spanish officers returned with punctiliousness.

"The Spanish force at Cavite was about 2000 men belonging to the navy, with a good many soldiers whose number we cannot ascertain. Their loss was estimated from 900 to 1200 killed and wounded. The arsenal was abandoned in great haste, only a few taking time to get away their personal effects, and large quantities



AVENUE IN CAVITE

of stores, provisions and ammunition fell into our hands. The church and hospitals of Cavite were filled to overflowing with dead and wounded, and ten Spanish surgeons and some Sisters of Mercy remained to take care of them. The following is a list of the vessels destroyed or captured: Burned and sunk in action; Reina Christina, flagship of Admiral Montéjo; Castilla, cruiser; Don Antonio de Ulloa, cruiser; Isla de Mindanao; mail steamer armed. Scuttled and burned after the action: Don Juan de Austria, cruiser;

Isla de Cuba, gunboat; Isla de Luzon, gunboat; Gen. Lezo, gunboat; Marquis del Duero, gunboat; Elcano, gunboat; Velasco, gunboat; Argos, hydrographical vessel. Captured since the battle: Manila, armed transport; Callao, gunboat; also several tugs and launches. All the batteries in the Bay had been dismantled. Our casualties consisted of four slightly wounded, on board the Baltimore. Some shots struck our vessels, but without doing the least harm."

GENERAL INFORMATION

CUSTOMS

Travelers arriving in Manila are entitled to bring with them the usual amount of articles for personal use, including wearing apparel, books and instruments, jewels, etc., provided these articles bear evident signs of having been used, and do not exceed in proportion to the owners profession or position.

Dutiable articles and fire arms may be left in bond with the customs authorities, where they can be recovered without paying duties, upon leaving Manila.

Passengers arriving from foreign ports are furnished a baggage entry and customs declaration, which is to be filled with the number of pieces, and a certification of any dutiable articles contained in the baggage.

Hand baggage is inspected immediately on board the vessels, while heavy baggage is taken by the baggage contractor to the custom house for examination.

Leaving Manila, passengers are subject to no customs examination whatever.

STEAMSHIP COMMUNICATION

Tourists visiting the Philippine Islands will find plenty accommodation facilities to connect with any of the many European and Trans-Pacific liners at Hongkong. Several large Trans-Pacific mail steamers call direct at Manila, while the Royal Spanish Mail (Compañía Trasatlantica) operates regular four-weekly sailings between Manila, Barcelona and Liverpool via Singapore and way ports.

The following steamship companies, represented by branch offices or agencies in Manila, issue through tickets to Europe and the United States via Suez and way ports:

North German Lloyd.

Peninsular and Oriental S. N. Co.,

The Indra Line Ltd.,
Messageries Maritimes de France,
Compañía Trasatlántica,
Nippon Yusen Kaisha,
Austrian Lloyd.

To Japan and United States via Pacific:

Pacific Mail Steamship Co.,
O. and O. Steamship Co.,
Toyo Kisen Kaisha.

Nippon Yusen Kaisha,

Great Northern Steamship Co.,

From Manila to Australia, New Guinea and New Zealand.

North German Lloyd,

The Eastern and Australian Steamship Co. Ltd.

The China Navigation Co. Ltd.

Nippon Yusen Kaisha.

From Manila to Hongkong, China, and Japan ports:

China and Manila Steamship Co. Ltd.

North German Lloyd,

The Eastern and Australia Steamship Co. Ltd.

The China Navigation Co. Ltd.

Nippon Yusen Kaisha.

From Manila to Singapore.

Direct by Compania Trasatlantica Steamers.

From Cebu, via Zamboanga, Sandakan and Labuan to Singapore.

From Zamboanga via Jolo, Sandakan, and Labuan to Singapore.

From Zamboanga to Menado.

From Menado, via Ternate, Molucas and Java to Singapore.

INTER ISLAND SERVICE

COMPANIA MARITIMA

From Manila to Iloilo, Cebu, Zamboanga, Tacloban and all important ports in the Philippine Islands.

COMPANIA GENERAL DE TABACOS DE FILIPINAS

From Manila to Lucena, to northern Luzon ports, to Legaspi, Atimonan, and Mauban, to Carigara, Tacloban and Borongan.

MANILA GUIDE

INCHAUSTI & CO.

Regular weekly steamers from Manila to Iloilo, fortnightly to Donsol, Sorsogon, Bulan, Gubat, Legaspi, Tabaco, Virac. Fortnightly to San Fernando, Vigan, Curimao, Salomague, Laoag and Aparri.

GUTIERREZ HERMANOS

Regular steamers to Bulan, Gubat, Legaspi, Tabaco, Lagonoy and other Inter-Island ports.

FERNANDEZ HERMANOS

Regular sailings for Cebu, Iloilo and Mindanao ports.

PUJALTE & CO.

From Manila to Coron, Culion, Cuyo and Puerto Princesa, through tickets to Melville, Kudat, Sandakan.

G. URRUTIA & CO.

Regular service between Manila, Gubat, Legaspi, Tabaco, Virac, Lagonoy, Daet. Nueva Caceres, Ormoc, Palompon and Baybay.

JOHN T. MACLEOD

Sailings from Manila for Lucena and Sta. Cruz de Marinduque.

LAUNCH SCHEDULES

Teodoro R. Yangco, Office at 163 Muelle de la Reina.
Bataan, Orion, Pilar, Balanga, Abucay, Samal and Orani.
Leave Manila daily at 6.30 a. m.
Arrive " " at 12.00 m.

GUAGUA

Leave Manila daily 6.30 a. m. for Lubao, Sexmoan and Guagua.
Arrive Manila daily 11.00 a. m. to 11.00 a. m.

BATAAN AND GUAGUA

Bataan, Lubao, Sexmoan and Guagua.
Leave Manila 12.00 m. to 1.00 p. m. Thursdays and Sundays.

MANILA GUIDE

21

RIZAL PORTS

Pasig, Morong, Tanay, Pililla, Quisao and Jalajala.

Leave Manila daily 7.15 a. m.

Arrive " " 12.30 to 1.00 p. m.

LAGUNA PORTS

Binang, Sta. Rosa, Cabuyao, Calamba, Los Banos, Bay, Pila,
Linga, Santa Cruz and Pagsanjan.

Leave Manila daily at 6.30 a. m.

Arrive " " at 1.00 p. m. and 2.30 p. m.

ZAMBALES PORTS

Leaves Manila 7.00 a. m. Tuesdays for Olongapo and Subic.

Thursdays for Olongapo, Subic, San Narciso, San Antonio and
Iba.

Sundays for O'longapo. Subic and San Antonio.

CAVITE

Leave Manila 7.00, 9.25 and 10.45 a. m. 2.10 and 4.10 p. m.

Arrive Manila 8.00, 10.00 and 12.00 a. m. 3.00 and 5.30 p. m.

Launches for Rizal and Laguna ports leave from Pasaje de Perez.

Launches for Cavite, Bataan, Guagua and Zambales leave from
N.º 163 Muelle de la Reina.

Manila Railroad Co.

Time Table No. 24

Manila and Dagupan Line and Branches.

NORTH BOUND TRAINS						STATIONS						SOUTH BOUND TRAINS					
No. 1	No. 3	No. 5	No. 7	No. 9	No. 11							No. 2	No. 4	No. 6	No. 8	No. 10	No. 12
A. M.	A. M.	A. M.	Noon	P. M.	P. M.							A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
6.00	6.25	9.24	12.00	3.00	5.33	Dep. Manila Arr						8.19	9.59	12.25	1.31	5.28	7.01
7.03	7.15	10.50	1.04	4.11	6.38	Arr. Bigaa Dep.						7.16	8.56	11.01	12.26	4.13	6.02
		No. 13	No. 15	No. 17		(Junction)							No. 14				No. 18
7.12		10.57	1.10	4.16	6.42	Dep. Bigaa Arr.							8.4	10.55	12.22		5.50
7.47		11.33	1.48	5.00	7.18	Arr. Balung Dep.							6.35	10.15	11.45		5.04
8.41			2.45	6.14		Arr. S. M. Mayuno Arr.						A. M.	7.55	8.50			3.44
9.34			3.38	7.06		Arr. S. Isidro Arr.							6.24	7.56			2.50
9.54			4.04	7.33		Arr. Penaranda Dep.							5.34	7.34			2.28
10.38			4.59			Arr. Cabanatuan Dep.							5.09	6.37			1.31
						Dep. Bigaa Arr.							8.54		12.22	4.07	5.59
						Arr. Angeles Dep.							6.55		10.26		4.06
						(Junction)							No. 20	No. 22		No. 24	
						Dep. Angeles Arr.							6.40	3.18	no con-	6.45	
						Arr. Stotsenberg Dep.							6.15	2.53	nection	6.29	
						Dep. Angeles Arr.							A. M.		10.24	No. 106	4.04
						Arr. Tarlac Dep.									8.50	8.46	2.36
						Dep. Tarlac Arr.									7.21	7.19	2.26
						Arr. Bautista Arr.									6.13	4.50	1.05
						Arr. Dagupan Dep.									A. M.	3.00	12.00
																P. M.	Noon.

NOTE.—Passengers for Stotsenberg change coaches at Angeles, Passengers for Stations on Cabanatuan Line by Trains Nos. 5, 7, 11, 4, 8, and 12 must change coaches at Bigaa. Train No. 3 will not stop at stations between Manila and Bigaa unless flagged to pick up passengers for Guiguinto or a station further north.

Cavite Line

Time table No. 56.

Down or South Bound Trains. Up or North bound trains.

STATIONS.	501	503	505	507	509	511	STATIONS.	502	504	506	508	510	512
Manila Dep.	A.	A.	M.P.	M.P.	M.P.	M.P.	Cavite Dep.	A.	M.A.	M.A.	M.P.	M.P.	M.
San Lazaro		8.28	12.08	1.58	5.39	7.28	San Roque.		7.43	11.24	3.03	5.15	8.00
Santa Mesa		8.35	12.15	2.05	5.46	7.35	Caridad.		7.46	11.27	3.06	5.18	8.03
Pandacan		8.48	12.26	2.16	5.57	7.46	Noveleta.		7.51	11.32	3.11	5.23	8.08
Paco		8.53	12.31	2.21	6.02	7.51	San Juan.		8.02	11.43	3.22	5.34	8.19
Singalong	5.48	9.01	12.36	2.27	6.07	7.56	Cavite Viejo.		8.05	11.46	3.25	5.37	8.22
Pasay	5.53	9.07	12.40	2.32	6.12	8.01	Binacayan.	4.22	8.10	11.51	3.31	5.42	8.30
Maricaban	5.58	9.12	12.45	2.37	6.20	8.07	Bacoor.	4.28	8.16	11.57	3.37	5.48	8.36
Pildera	6.04	9.18	12.51	2.43	6.27	8.13	Zapote.	4.35	8.22	12.03	3.43	5.54	8.43
Paranaque	6.10	9.24	12.57	2.49	6.33	8.19	Las Piñas.	4.42	8.29	12.10	3.50	6.01	8.50
Las Piñas	6.16	9.30	1.03	2.55	6.36	8.25	Paranaque.	4.47	8.36	12.17	3.57	6.08	8.57
Zapote	6.21	9.35	1.08	3.00	6.44	8.30	Pildera.	4.53	8.41	12.22	4.02	6.13	9.01
Bacoor	6.28	9.42	1.15	3.07	6.51	8.35	Maricaban.	4.59	8.47	12.28	4.08	6.19	9.07
Binacayan	6.35	9.49	1.22	3.14	6.58	8.45	Pasay.	5.09	8.53	12.34	4.14	6.26	9.13
Cavite Viejo	6.41	9.55	1.28	3.20	7.04	a.8.50	Pandacan.	5.14	9.02	12.44	4.23	6.35	9.19
Noveleta	6.50	10.04	1.37	3.30	7.10	—	Caridad.	5.19	9.08	12.49	4.29	6.40	9.24
San Roque	6.58	10.09	1.42	3.35	7.15	—	San Lazaro.	5.24	9.14	12.54	4.34	6.45	a.9.28
Cavite Arr.	7.09	10.23	1.45	3.38	7.18	—	Manila Arr.	5.29	9.18	12.59	4.39	6.50	—
	7.16	10.30	2.01	3.54	7.29	—		5.38	9.26	1.07	4.47	6.55	—
			2.03	3.56	7.34	—		5.44	9.35	1.16	4.56	7.04	—
					7.36	—			9.41	1.22	5.02	7.10	—

Antipolo Extension.

Time Table No. 49. Down or East Bound Trains

STATIONS.	No. 41	No. 43	No. 45	No. 47	No. 49	No. 51	No. 53	No. 55	No. 57	No. 59	No. 61	No. 53
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Manila Dep.		6.37	7.20	9.09	10.06	11.00	12.50	1.45	2.39	4.30	5.26	6.21
San Lazaro		6.44	7.27	9.16	10.13	11.07	12.57	1.52	2.46	4.37	5.33	6.28
Santa Mesa.		6.53	7.36	9.25	10.22	11.16	1.06	2.01	2.55	4.46	5.42	6.37
San Felipe Neri.		6.59	7.42	9.31	10.29	11.23	1.12	2.08	3.01	4.53	5.49	6.43
San Pedro.		7.06	7.50	9.38	10.36	11.30	1.19	2.15	3.08	5.00	5.56	6.50
Fort McKinley.		7.12	7.56	9.44	10.42	11.36	1.25	2.21	3.14	5.06	6.02	6.56
Pasig.		7.21	8.05	9.53	10.49	11.45	1.34	2.30	3.23	5.15	6.11	7.05
Rosario(Junction)												
Arr.		7.26	8.10	9.58		11.50	1.39	2.35	3.28	5.20	6.16	7.10
Rosario(Junction)												
Dep.	5.10		8.12			11.52			3.30			7.12
Mariquina.	5.20		8.22			12.02			3.40			7.22
Bayambayanan.	5.28		8.30			12.10			3.48			7.30
San Mateo.	5.40		8.42			12.22			4.00			7.42
Montalban. Arr.	5.50		8.52			12.32			4.10			7.52
Rosario(Junction)												
Dep.		7.28		10.00			1.41	2.36		5.22	6.17	
Taytay Arr.		7.37		10.09			1.50	2.45		5.31	6.26	

Up or West Bound Trains.

STATIONS.	No. 42	No. 44	No. 46	No. 48	No. 50	No. 52	No. 54	No. 56	No. 58	No. 60	No. 62	No. 54
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Taytay Dep.		4.51		8.00			11.40		3.18	4.13		7.00
Rosario(Junction)												
Arr.		5.00		8.09			11.49		3.27	4.22		7.09
Montalban Dep.	4.25		6.47		9.19			12.58			4.39	
San Mateo.	4.36		6.58		9.30			1.09			4.50	
Bayambayanan.	4.48		7.10		9.42			1.21			5.02	
Mariquina.	4.56		7.18		9.50			1.23			5.10	
Rosario(Junction)												
Dep.	5.06		7.29	8.11	10.01		11.51	1.40	3.29	4.23	5.21	7.11
Pasig.	5.13		7.36	8.18	10.08	11.00	11.58	1.47	3.36	4.30	5.28	7.18
Fort McKinley	5.21		7.44	8.26	10.16	11.08	12.06	1.55	3.44	4.38	5.36	7.26
San Pedro.	5.27		7.51	8.32	10.22	11.14	12.12	2.01	3.50	4.44	5.42	7.32
San Felipe Neri.	5.34		7.58	8.39	10.30	11.22	12.19	2.09	3.57	4.52	5.50	7.39
Santa Mesa	5.40		8.04	8.45	10.36	11.28	12.25	2.15	4.03	4.58	5.56	7.45
San Lazaro	5.49		8.13	8.54	10.45	11.37	12.34	2.24	4.12	5.07	6.05	7.54
Manila Arr.	5.55		8.19	9.00	10.51	11.43	12.40	2.31	4.18	5.13	6.11	8.00

Batangas Extension

DOWN TRAINS			ESTACIONES	UP TRAINS		
TRAIN No. 601 Clase B.	TRAIN No. 603 Clase B.	TRAIN No. 605 Clase B.		TRAIN No. 600 Clase B.	TRAIN No. 602 Clase B.	TRAIN No. 604 Clase B.
Leave	Leave	Leave		Leave	Leave	Leave
a. m.	a. m.	p. m.		a. m.	p. m.	p. m.
7.00	11.00	3.00	Paco	9.58	1.58	6.38
7.08	11.08	3.08	Culi-Culi (a)	9.51	1.51	6.31
7.19	11.19	3.19	Balacbag	9.30	1.40	6.20
7.34	11.34	3.33	Sucat	9.25	1.25	6.05
7.47	11.47	3.47	Alabang	9.17	1.17	5.57
7.55	11.55	3.55	Muntinlupa	9.09	1.09	5.49
8.03	12.03	4.03	S. Pedro Tunasan	9.01	1.01	5.41
8.13	12.13	4.13	Biñang	8.50	12.50	5.30

MANILA ELECTRIC RAILROAD

TIME TABLE

PASAY-SAN JUAN VIA INTRAMUROS AND SAN SEBASTIAN

First car leaves Bridge of Spain for San Juan at 5.00 a. m. and every 20 minutes to 11. 40 p. m.

First car leaves Bridge of Spain for Pasay at 5.50 a. m. and every 20 minutes to 11.10 p. m.

Last car leaves Pasay for Escolta at 11.35 p. m.

" " " S. Juan " " " 12.05 a. m.

SANTA ANA-ROTONDA VIA AZCARRAGA AND MARCELINO

First car leaves Bridge of Spain for Rotonda at 5.31 a. m. and every 10 minutes to 9.41 p. m. then every 20 minutes to 12.21 a. m.

First car leaves Bridge of Spain for Santa Ana at 5.59 a. m. and every 10 minutes to 11.09 p. m., then every 20 minutes to 1.19 a. m.

RUSH HOURS a. m. and p. m. extra cars are provided making it a 5 minute service on the SANTA ANA-MARCELINO and MALATE-CUSTOM HOUSE lines between Santa Ana and Malate to and from the Bridge of Spain.

SANTA ANA-CUSTOM HOUSE VIA INTRAMUROS

First car leaves Bridge of Spain for Santa Ana at 6.05 a. m. and every 20 minutes to 11.45 p. m.

First car leaves Bridge of Spain for Custom House at 6.15 a. m. and every 20 minutes to 11.35 p. m.

MALATE-CUSTOM HOUSE VIA BAGUMBAYAN

First car leaves Bridge of Spain for Custom House at 6.17 a. m. and every 10 minutes to 7.47 p. m. then every 20 minutes to 12.07 a. m.

First car leaves Bridge of Spain for Malate at 6.04 a. m. and every 10 minutes to 7.44 p. m., then every 20 minutes to 12.24 a. m.

CALOOCAN-ROTONDA VIA SAN MIGUEL

First car leaves Bridge of Spain for Caloocan at 5.09 a. m. and every 20 minutes to 9.29 p. m.

First car leaves Bridge of Spain for Rotonda at 6.01 a. m. and every 20 minutes to 9.01 p. m.

PASAY-ROTONDA VIA INTRAMUROS, ESCOLTA AND SAN MIGUEL

First car leaves Bridge of Spain for Rotonda at 5.30 a. m. and every 20 minutes to 11.30 p. m.

First car leaves Bridge of Spain for Pasay at 6.00 a. m. and every 20 minutes to 11.30 p. m.

TONDO-ROTONDA VIA ESCOLTA AND SAN SEBASTIAN

First car leaves Bridge of Spain for Tondo at 6.35 a. m. and every 10 minutes to 7.25 p. m.

First car leaves Bridge of Spain for Rotonda at 6.35 a. m. and every 10 minutes to 7.15 p. m.

CERVANTES-CUSTOM HOUSE

First car leaves Bridge of Spain for Cervantes at 6.30 a. m. and every 10 minutes to 7.40 p. m., then every 20 minutes to 11.40 p. m.

First car leaves Bridge of Spain for Custom House at 6.10 a. m. and every 10 minutes to 8.00 p. m. then every 20 minutes to 12.00 a. m.

MALABON-SAN JUAN

First car leaves Bridge of Spain for Malabon at 5.19 a. m. and every 20 minutes to 11.39 p. m.

First car leaves Bridge of Spain for San Juan at 5.31 a. m. and every 20 minutes to 12.51 a. m.

McKINLEY-CUSTOM HOUSE

First car leaves Bridge of Spain for McKinley at 6.15 a. m. and every 20 minutes to 11.35 p. m., then at 12.15 a. m.

First car leaves Bridge of Spain for Custom House at 6.05 a. m. and every 20 minutes to 11.25 p. m., then at 12.05 a. m.

PUBLIC VEHICLES.

These are of three classes, viz.: "carruajes" or victorias, drawn by two ponies; "quilez,, a one-horse vehicle of the gurney-coach order, which will seat four people when crowded, and "carromatas" which are drawn by one pony, and seat two people comfortably. The tariff is fixed by municipal act, and although the "cocheros," or drivers, often demand excessive rates, travelers are advised to pay them exactly the legal rate, and no more. These vehicles are numbered on the back, and the law requires each to display a white disk in front when not engaged. The following extracts from the municipal ordinance ought to be read:

Sec. 161. The rates of fare for use of each public carriage shall be computed from the time the same is engaged until dismissed, in accordance with the following schedule:

Time in use.	Carriage for two horses.			Calesa, Carromata, Quilez, or other vehicle for 1 horse.		
	1 or 2 persons.	3 persons.	4 persons.	1 or 2 persons.	3 persons.	4 persons.
PHILIPPINE CURRENCY.						
For one-half hour.	P-o.50	P-o.60	P-o.70	P-o.30	P-o.40	P-o.50
For first hour	.80	1.00	1.20	.40	.60	.70
For each succeeding hour.	.50	.60	.70	.30	.40	.50

Sec. 161. For each fraction of an hour after the first, a proportional part of the above rates shall be charged. Double fare may be charged between midnight and 6 a m. Drivers shall not be compelled to carry passengers beyond the city limits.

Sec. 162. Every public carriage shall transport, without extra charge, reasonable baggage not in excess of fifty pounds, and the driver shall assist in loading or unloading such baggage.

Sec. 170. It shall be unlawful for the driver or owner to convey a passenger in any public carriage, or goods, merchandise, or material in any public cart, when applied to for that purpose, or having undertaken to convey the same, the neglect to do so, or to demand or receive for such conveyance any greater price or rate than is herein prescribed: *Provided*. That there shall be allowed a reasonable time between 12:30 and 1.30 p. m. and 7 and 8 p. m. to rest and feed his horses, and public carriages going or returning from their stables shall not be subject to hire during these periods.

During the heat of the day few public vehicles are to be secured, but after 5 p. m., vehicles of every description may be hired. The best place to find four-wheelers is on Plaza Santa Cruz.

LIVERY RIGS.

One saves time, trouble, and expense by securing livery rigs from one of the numerous stables. Most of the livery stables are owned and managed by Americans, who take pride in keeping first-class ponies and horses, and up-to-date carriages. The most popular and convenient vehicles for running about town are: - The roll top calesin, drawn by one horse, the driver being seated behind, so that one may drive the horse himself; and the roll top and straight top carromata, also drawn by a single animal, but having the driver in front. These vehicles carry, comfortably, two people besides the driver. The best are fitted with rubber tires, and the cost is 75 cents, U. S., per hour; without rubber tires, the cost is 50 cents, U. S., per hour. Special arrangements can be made for rigs by the day, week or month. For rubber-tired carriages, or victorias, carrying from 2 to 4 persons, the cost is from \$3 to \$5, U. S., for the first two hours or fraction thereof, and \$1 to \$1.50, U. S., per hour, for each subsequent hour. These prices are for strictly first-class rigs, with uniformed drivers.

POSTAL RATES

DOMESTIC.

Matter mailed in the Philippine Islands, addressed to Mexico, Canada and Cuba, is subject to the same postage rates and conditions as it would be if it were addressed for delivery in the U. S. Sealed packages other than letters in their usual or ordinary form, are absolutely excluded from the mails to Mexico, Canada and Cuba. Matter addressed to the United States, Porto Rico, Hawaii, Guam, Tutuila, Panama Canal Zone and the U. S. Postal Agency in Shanghai, China, are subject to the following rates:

First class (written and sealed matter), 4 centavos per oz. or fraction thereof.

Postal cards 2 centavos each.

For transmission from one point in the Philippine Islands to another 2 centavos for each one half oz. or fraction thereof.

Second class matter (periodicals), 2 centavos for four oz. or fraction thereof.

Third class. Miscellaneous printed matter and papers, 2 centavos for two oz. or fraction thereof.

Fourth class matter (all matter not included in previous classes), 2 centavos an oz. or fraction thereof, not to exceed four pounds.

United States postage stamps will not be accepted for postage in the Philippine Islands.

FOREIGN POSTAGE RATES

Letters 10 centavos for $\frac{1}{2}$ ounce or fraction thereof.

Prints, 2 centavos for 2 ounces or fraction thereof.

Postal cards 4 centavos.

COMMERCIAL PAPERS

Packets not in excess of 10 oz. 10 centavos for each two oz. or fraction thereof.

SAMPLES OF MERCHANDISE

(Must not exceed 12 ounces in weight).

Packets not in excess of 4 ounces 4 centavos.

Packets in excess of 4 oz, for each two oz. or fraction thereof 2 centavos.

MANILA GUIDE

MONEY ORDERS

PAYABLE IN PHILIPPINES

Orders not exceeding \$2.50, 5c; not exceeding \$5, 7c; not exceeding \$10, 10c; not exceeding \$20, 12c; not exceeding \$30, 14c; not exceeding \$40, 17c; not exceeding \$50, 20c; not exceeding \$60, 22c; not exceeding \$75, 27c; not exceeding \$100, 32c; United States Currency.

MONEY ORDERS

Payable in United States (including Hawaii, Porto Rico, Guam; Tutuila, Samoa, and the United States Postal Agency at Shanghai, China.

For Orders for sums not exceeding \$2.50, 5c. Over \$2.50 and not exceeding \$5.00, 7c. Over \$5.00 and not exceeding \$10.00 10c. Over \$10.00 and not exceeding \$20.00, 16c. Over \$20.00 and not exceeding \$30.00, 24c. Over \$30.00 and not exceeding \$40.00, 31c. Over \$40.00 and not exceeding \$50.00, 38c. Over \$50.00 and not exceeding \$60.00, 45c. Over \$60.00 and not exceeding \$75.00, 58c. Over \$75.00 and not exceeding \$100.00 75c., U. S. Currency.

No money order shall be issued for a greater sum than One Hundred Dollars United States Currency, and no postmaster shall directly or indirectly sell more than ten money orders in one day to one party payable to the same person.

CABLE RATES

PRICE IN U. S. CURRENCY

COMMERCIAL PACIFIC CABLE CO.

To Australia, via Bamfield. Tasmania and New Zealand, \$1.58 and \$2.11 (Eastern) Honolulu, 85c; Midway Island, \$6.00; Guam, 35c; Fanning Island, \$1.50; Fiji Islands, Suva, \$1.58; (via Bamfield) and \$2.25 (Eastern); Norfolk Island, \$1.58 (via Bamfield) and \$2.15 (Eastern.)

To Mexico—Coatzaco—Alcos, Mexico City, Salina Cruz, \$1.23; Vera Cruz City, \$1.23; Altar Arispe, Banamichi, Guaymas, Hermosillo, Chihuahua, Matamoros, Monterey, Sabinas, Saltillo, and Sanz, Tampico, \$1.12; all other places, \$1.26.

To Central America—Costa Rica, \$1.75; Guatemala (San Jose), \$1.50; all other offices, \$1.55; Honduras, \$1.65; Nicaragua (San Juan del Sur), \$1.70; all other offices, \$1.75; Salvador (La Libertad), \$1.60 all other offices, \$1.65.

To South America---United States of Columbia, [Colon and Panama, \$1.97; Buenaventura, \$2.09; all other offices, \$2.14; Ecuador, \$2.25; Argentine, Paraguay and Uruguay, \$2.00; Bolivia, Chile and Perú. 2.25; Brazil (1st Region) \$2.30, 2nd Region, \$2.60; all other offices, \$2.00.

To United States---California San Francisco, Oakland \$1.00, all other places in California, Arizona; Idaho, Nevada, Oregon, Utah and Washington, \$1.04; Colorado, Dakota, Kansas, Montana, Nebraska, New Mexico, Wyoming, \$1.06; Alabama, Arkansas, Illinois, Indiana, Indian Territory, Iowa, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Ohio, Oklahoma, Tennessee, Texas and Wisconsin, \$1.09; District of Columbia, Connecticut, Delaware, Florida, Georgia, Maine, Manitoba, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia and West Virginia, \$1.12. To Canada---Cape Breton, New Brunswick and Nova Scotia, \$1.16; Newfoundland, \$1.16; Prince Edward Island \$1.22; Vancouver Island \$1.08; Ontario, and Quebec, \$1.16; North Western Territory prices range from \$1.12 to \$1.52; British Columbia prices range from \$1.08 to \$1.46 per word.

CURRENCY VALUES

An American dollar is equal to two Philippine pesos. The following are the values in Philippine Currency of the leading foreign coins in use in the principal commercial countries in the Orient:

COUNTRY	UNIT.	Equivalent in Philippine Currency
United States	Dollar	2.00
Chinese Empire	Haikwan tael	1.70
Japan	Yen	1.00
India	Rupee	0.65
Russia	Rouble	1.03
Siam	Tical	0.53
Straits Settlements	Dollar	1.13
Spain	Peseta	0.35
France	Franc	0.40
Germany	Mark	0.47
Netherlands	Florin	0.30
Great Britain	Shilling	0.48

The Mexican and Hongkong dollars fluctuate in value in accordance with the market value of bullion silver. At the present writing both are of less value than the Philippine pesos.

Consular Corps at Manila

NAME.	TITLE.	COUNTRY	OFFICE.
H. Horne.	V. C. Actg Consul Consul-Gener al.	Great Britain	100 Auloague.
C. Kingcome. Su-yu-tchu	Pro-Consul Consul Gener al	"	16 Carenero.
A. Baldasano y To pete.	Consul-Gener al,	China. Spain.	48 Plaza Calderon de la Barca.
A. F. Arias.	Vice-Consul.	"	162 Alix
Dr. F. Grunewald.	Consul.	Germany.	"
J. Van Haute.	Vice-Consul.	Belgium.	346 Real Malate.
Count Leo de Sieyes de Veynes.	Act. Consul.	France	Lack & Davis Bldg Calle Echague
"	Consular Agt.	Russia	4 Olivares.
S. Akatsuka.	Consul.	Japan.	"
K. Ito.	Vice-Consul.	"	776 Iris.
A. Determann	Act. Consul.	Austria	"
F. Reyes.	Consul.	H'ary Italy.	15 Novaliches.
M. Henry.	Consul.	Brazil	59 Calle Noria
A. Malveyh.	Consul.	Chile.	97 Marina, Ermita.
C. Kingcome.	Acting Con sul.	Denmark	64 San Marcelino.
R. Summer.	Consul.	Liberia	16 Carenero.
Jose Rosales.	Acting Con sul.	Mexico.	68 Herran.
P. K. A. Meerkamp van Embden.	Consul.	Netherlands.	15 Marques de Co millas
A. C. Crebas.	Vice-Consul.	"	227 Muelle de la Reina.
A. Manigot.	Consul.	Argentina.	"
T. E. Lacayo.	Consul	Nicaragua.	12 Plaza Sta. Ana.
Julius Danon.	Act. Consul	"	7 Magallanes, Int.
W. G. Stevens	Consul.	Sweden.	206 Palacio Int.
"	"	Norway.	323 Muelle del Rey.
E. Sprungli.	Consul.	Switzerland.	"
J. Preisig.	Vice-Consul.	"	28 David. 95 Calle Noria.

N. B. Great Britain, China, Spain Germany, Belgium, France and Japan are represented by "Consuls de Carriere."

POLICE AND FIRE DEPARTMENTS

Both police and fire Departments are as fine and up to date institutions as in any European or United States City of its size. The fire department consists of seven engine companies, a number of chemical engines, hook and ladder apparatus, hose wagons, *supply wagons*, etc. all of very latest pattern.

This model institution is directed by a Chief, an Assistant Chief and a staff of able officers.

The seven fire stations are situated in the most thickly populated portions of the city, and a thorough system of alarm boxes covering the city and its suburbs, give Manila the utmost safety in regard to conflagrations.

The marvelous swiftness and promptitude in answering alarms, as well as the entire organization of the Manila Fire department, have been the object of serious study by other Oriental cities.

The Police Department is an organization based entirely upon American rules. Although the bulk of the police force consists of natives, a necessity in respect of the population of the Philippine Metropolis, the visitor will find extremely courteous American officers at any important thoroughfare or public place.

Public safety is perfect, due to the fine police organization, and the percentage of crime is comparatively smaller than in European and United States cities. Offenses as a rule are of petty nature.

SCHOOLS

Manila provides a number of thoroughly organized schools for its citizens.

A. with Spanish instruction.

University Sto. Tomas, on Plaza Sto. Tomas, Intramuros.

Jesuit College at the Observatory, Calle P. Faura, Ermita.

Ateneo de Manila, Calle Arzobispo, Intramuros.

Liceo de Manila, Calle Dulumbayan and a large number of other Catholic and private schools.

B. with English instruction.

An American primary, intermediate and high school.

Manila high school,

School of business,

Philippine Normal school.

School of Arts and Trades,

Philippine Medical school, the intermediate schools and twenty primary schools.

MUSEUMS AND LIBRARIES

Public Museum 158 calle Anloague open every day except Sundays and holidays during office hours.

Santo Tomas University Museum, 139 Sto. Tomas, Intramuros, open Sundays from 9-11 a. m.

Museo de Ateneo 157 calle Arzobispo, Intramuros, open Sundays from 9-11.30 a. m.

American Circulating Library Corner Calle Recoletos and Ca-bildo, Intramuros, open week days from 8-12 a. m. and from 3-5.30 p. m.

THEATERS

Manila is too far from theatrical centers to make it a regular calling place for road companies. Occasionally a company of players, enroute from Australia to the China coast, plays a few weeks' engagement at one of the local theaters, but not over three or four times a year. There are some English Companies, too, that come out every year from London and play in Colombo, Bombay, Calcutta. Penang, Singapore, Hongkong, and Shanghai, and they have sometimes visited Manila, but the distance is great, rates of travel high, and so much time lost in moving, that such engagements have often proved so unprofitable as to discourage managers.

Every year a grand opera company, organized in Italy, comes out for a four or five months' engagement at the Grand Opera House. It is supported by a subscription among the leading Americans, Spaniards and Filipinos.

There are several small show houses, known as "Cinematografos," where the programs consist of vaudeville numbers (principally in Spanish) interspersed with exhibitions of moving pictures. The most popular show of this description is in Tondo district. The admission fee is small, as each session of the show only lasts about an hour.

There is also a vaudeville house in Manila where the performers are for the most part Australians.

Manila Grand Opera House, 313 Calle Cervantes.

Zorrilla Theater, Corner Calle San Pedro and Bilibid.

Libertad Theater, 583 Calle Bilibid.

Rizal Theater, 155 Calle Azcarraga.

Orpheum Theater, 15 Calle Echague. (Nightly vaudeville performances) and a number of smaller show houses for occasional performances of Tagalo plays.

HOSPITALS AND CHARITIES

BETHANY HOSPITAL (METHODIST): 338 Cervantes, Sta. Cruz.

CIVIL SANITARIUM: Baguio, Benguet;

MARY J. JOHNSTON HOSPITAL: Near Tondo Church.

CIVIL HOSPITAL: 791 Iris, Sampaloc; visiting hours 2 to 4, 6 to 8.

CHINESE HOSPITALS: 962 Sangleyes, La Loma (under management of a committee of Chinese merchants).

DIVISION HOSPITAL: Arroceros, Ermita; office hours 7 a. m. to 1 p. m. visiting hours 2 to 4 p. m.

HOSPICIO DE SAN JOSE: (Isla de la Convalecencia). San Miguel;

MANILA AID SOCIETY: Intendencia Building, Intramuros.

SAINT PAUL'S HOSPITAL: 98 Palacio, Int., Telephone 217. Visiting hours: American ward from 8 a. m. to 8 p. m. daily. Filipino ward, Thursdays and Sundays 2 to 4. Out Patient and Public Free Dispensary, 77 Anda; Infectious Disease Department, 190 Alix, Sampaloc, Tel. 469, visiting hours 8:30 to 11:30, 2:30 to 4:30.

SAN JUAN DE DIOS HOSPITAL: 214 Real, Int.; visiting hours for friends, 9 to 11 a. m., Sundays and Thursday.

SAN LAZARO HOSPITAL: 631 Cervantes, Santa Cruz.—Leper, Plague, Smallpox, Cholera. Insane.

SANTIAGO HOSPITAL: 563 Bilibid, Santa Cruz, Tel. 464, visiting hours from 8 a. m. to 8 p. m.

SETTLEMENT HOUSE: 297 Magdalena, Trozo.

SOCIETY OF PREVENTION OF CRUELTY TO ANIMALS: Executive Board meets 1st Tuesday in every month at 16 Nagtajan, Sampaloc.

Annual Meeting 1st Tuesday in January at such place as the Executive Board directs.

Special agent, T. O. Sakemiller, Cuartel Meisic.

CLUBS

Army and Navy Club, 238 Calle Palacio Intramuros.

Caledonian Club, 420 Rotonda, Sampaloc.

Columbia Club, Isaac Peral, Ermita.

Casino Español de Manila, 12 Pasaje de Perez, Binondo.

Elks Club, corner San Luis and San Jose, Ermita.

French Club, 67 Calle Alcala, Santa Cruz.

Manila (English) Club, 31 Plaza Moraga, Binondo.

University Club, 60 Real, Ermita, corner San Luis.

German Club, 402 General Solano, San Miguel.

Swiss Club, 270 Calle San Miguel.

BENEFIT AND SECRET SOCIETIES

A. F. & A. M. (Manila Military Lodge No. 63): meets 1st. Wednesdays and 4th Saturday evenings at 365 Real, P.

Army and Navy Union, U. S. A.; Regular (Division Headquarters) Cavite, P. I.

Army and Navy Union: Colonel Rafferty Garrison, 66 Santa Rosa, meets 1st and 3rd Saturdays in the Month at 8 o'clock, P. O. Box 924.

Benevolent and Protective Order of Elks, Manila Lodge 761; Meetings every Wednesday Evening. Visiting brothers always welcome. San Luis, corner San Jose, Luneta, Ermita.

EASTERN STAR, MAYON CHAPTER No. 1: Meets 1st and 3rd Friday of Month, Masonic Hall, Plaza Goiti.

LUZON TRIBE No. 1: Meets every fourth Friday of the Month at the Peninsula Club Hall, 11 Calle Colon, Cavite, P. I.; to instruct lonely wanderers in the language of the lizard.

MODESTIA F. & A. M. No. 199: Meet Sundays 9 a. m. at 466 Lemery, Tondo.

F. AND A. M. (Cavite Lodge 350): Regular stated meeting second Monday of each month, 15 Magallanes, Cavite, P. I.

F. AND A. M. (Manila Lodge No. 342: Treas.; Masonic Hall, de la Rama Building, Plaza Goiti, Santa Cruz.

IMP'D ORDER OF REDMEN:

APACHE TRIBE No. 1: Meets every Thursday. Sleep 8 p. m. at 185 Echague, Santa Cruz, P. O. Box 471.

RED CLOUD TRIBE No. 4: Meet every Saturday. Sleep 8 p. m. at 17 Plaza Goiti (Old Fellows Hall), Santa Cruz. P. O. Box 479.

I. O. O. F. (Manila Lodge No. 1): Meets Thursday evening 8 p. m. (Old Fellows Hall), 17 Plaza Goiti.

Knights of the Golden Eagle: Lawton Castle No. 1. Meets Wednesday 8 p. m. 185 Echague Quiapo.

RESP. LOG. "DALISAY" No 177: Raon and Santa Rosa, Quiapo.

SINUKUAN, A. F. & A. N. No. 272: Meets Thursday 9 p. m. at 466 Lemery, Tondo.

WILLIAM MCKINLEY LODGE No. 1, Knight of Pythias:

ARMY OF THE PHILIPPINES

CAMPS IN THE PHILIPPINES

CAMP LAWTON, MANILA

CAMP JOHN A. LOGAN, CEBU

CAMP WARD CHENEY, CAVITE

VETERAN ARMY OF THE PHILIPPINES

CAMPS IN THE PHILIPPINES.

GENERAL HENRY T. LAWTON CAMP. No. 1

COLONEL JOHN M. STOTSENBURG CAMP. No. 2

GENERAL HARRY C. EGBERT CAMP. No. 3

MC CONVILLE CAMP. No. 6, CEBU

WARWICK CAMP. No. 8, ILOILO

GEORGE C. BENTLY CAMP. No. 9, LEGASPI

Gov. E. C. BOLTON CAMP. No. 10, ZAMBOANGA

JOHN A. LOGAN CAMP. No. 11, BAGUIO

ARMY OF THE PHILIPPINES and VETERAN ARMY OF THE PHILIPPINES are now a part of the UNITED SPANISH WAR VETERANS, the merging of the different orders taking place recently.

HEALTH RULES

"The Government of the Philippine Islands, through its Bureau of Health, does everything possible to protect residents of the Islands from preventable diseases. The city of Manila is divided into Health Districts with a Medical Inspector, Sanitary Inspectors and disinfectors in each district. By this means, all cases of contagious diseases are promptly discovered and all precautions taken to prevent spread of the disease.

"The Sanitary Code of the city of Manila, among other things, provides for sanitary constructions of buildings, and maintenance of buildings and premises in sanitary condition. Since American occupation an enormous amount of sanitary work has been done, filling in unsanitary marsh-land, improving drainage conditions, and protecting and improving the water supply. The installation of the new city water and sewer systems will be the culmination of the sanitary improvements accomplished in the past decade. The diseases prevalent in the Tropics, of which mere mention formerly caused panic, are now known to be carried by means which are entirely within our control.

"Yellow fever and Malaria are carried only by the mosquito. It is as certain that bubonic plague is practically always carried by fleas from infected rats. Dysentery, Cholera and Typhoid fever may be put down to infected drinking water.

"The only other factors which are likely to affect the health of transients are over indulgence or indiscretion in eating or drinking. Eat at regular hours with proper interval between meals--just as you would under normal conditions at home. Drink as little alcoholic stimulant as possible, and none whatever before evening.

"Over-eating and under-exercise are probably the principal factors in bringing about the condition known locally as "Philippinitis," a word coined for the purpose of expressing facetiously

a state of mental and physical torpor, with lack of interest in one's surroundings, ambition wanting, a general disinclination to mental or physical exertion, forgetfulness, and irritability. The principal causes of this condition, which have been mentioned above, are usually overlooked, and the existence of the condition unfairly charged to the country and climate.

"The Bureau of Health maintains that it is easier to preserve good health in the Philippines than in the United States, but in order to do so you should observe the following simple rules:

1. "Be vaccinated to day. The Bureau of Health will do it free of charge,

2. "NEVER drink any water unless it has been either boiled or distilled, or eat any raw vegetables. If you observe this rule carefully you will probably never contract dysentery, typhoid fever, cholera, or any other disease that originates in the intestines. Disregard of this rule is responsible for the returning to the United States of over 50 per cent of the invalids who leave the Islands.

3. "Fruit is wholesome, and may generally be eaten raw with impunity, provided it is of a kind that grows upon trees, well above the ground.

4. "Avoid patent medicines. Do not put drugs of which you know nothing into bodies of which you may know less.

5. "Alcoholic stimulants are not necessary, the advice of 'old resident' to the contrary, notwithstanding.

6. "Generally disease-carrying mosquitoes fly only at night; therefore, always sleep under a good mosquito net.

7. "Otherwise, observe the same hygienic rules that are applicable to temperate climates, including physical exercise."

STATISTIC INFORMATION

ABOUT MANILA AND THE PHILIPPINES

MANILA

CITIES	AREA	POPULATION	INHABITANTS
			PER ACRE
Manila (12 sq. mls.)	7,660 acres	223,542	29
London (County)	77,518 "	4,535,429	60
Boston	27,251 "	563,000	20
St. Louis	33,277 "	575,000	15

MANILA GUIDE

39

Philadelphia	84,933	„	1,293,000	15
Baltimore	21,190	„	508,000	24
New York	209,218	„	3,437,000	16.5
Chicago	122,000	„	1,689,000	14

FOREIGN BORN POPULATION, MANILA, (1907)

Chinese	.	18 028
Americau	.	5,199
Spanish	.	2,903
British	.	453
Other Europeans	.	443
All others	.	1,143

TOTAL LENTGH OF STREETS (MANILA) 91 miles

Macadam paving	.	1,307,987 sq. meters
Wood block	.	17,433 „ „
Stone block	.	34,932 „ „

TOTAL PARK AREA (Manila) 198 acres

Park area per capita, Manila	37 sq. feet
„ Boston	203 „
„ St. Louis	165 „
„ Philadelphia	136 „
„ Baltimore	110 „
„ New York	85 „
„ Chicago	58 „

WATER SUPPLY, number of miles of pipe	.	60
Daily consumption of water	.	5,284,000 gallons
„ „ (per capita) about.	.	25 „
Available per capita supply (new system)	.	50 „
Average cost to consumer per 1,000 gls.	.	16 1/2 centavos
Number of arc lights in Manila	.	470
Most populous district in Manila, Tondo.	.	63,017 inhabitants
Least populous district, San Nicolas	.	7,709 „
Death rate per 1,000 total population.	.	36.91
„ „ „ 1,000 Americans	.	5.59
Disease causing most deaths annually, convulsions	.	1,438
Next highest, tuberculosis	.	1,332
Number of citizens to each policeman, about	.	466
Length of street car line, about	.	40 miles
Total value of real estate in Manila	.	-P- 128,000,000
Assesael for taxation	.	82,000,000
Average annual value of new buildings during last five years	.	2,511,000

MANILA GUIDE

Chief industry in Manila, cigars and cigarettes

The largest cigar and cigarette factory in Manila, said also to be the largest in the world, having a capacity of 5,000 hands, is that of the Compañia General, as it is generally known, or the Compañia General de Tabacos de Filipinas .

Cigar and cigarette factories in Manila, about .

172

No. of public vehicles plying for fares. .

2,432

Livery vehicles of all classes .

240

The quarterly report of the Bureau of health for the quarter ended March 31, 1903, gives the population of Manila as 223,542.

Of this number there are:

Americans	5 193
Filipinos	195,292
Spaniards	2,903
Other Europeans	977
Chinese	18,028
All others	1,143

 223,542

PHILIPPINES

The Philippine Archipelago is situated between latitude 5° and 22° North and longitude 117° and 127° East.

There are about 1000 Islands in the group.

TOTAL AREA OF ISLANDS 115,026 sq. miles

Largest island, Luzon, area 47,238 " "

Second largest, Mindanao area 36,237 " "

TOTAL AREA UNDER CULTIVATION 1,500,000 hectares *

Under rice cultivation 650,000 " "

" hemp " 217,806 " "

" cocoanut trees 148,245 " "

" sugar cane cultivation 71,885 " "

" cacao " 3,521 " "

" tobacco " 31,714 " "

" coffee " 999 " "

*A hectare is equal approximately to $2\frac{1}{2}$ acres.

Estimated value of total rice crop \$25,000,000 to \$30,000,000

TOTAL COMMERCE (1907) \$63,561,677

Exports \$33,097,867

Imports \$30,453,810

The imports in 1907 classify as:

Cotton and its manufactures \$9,026,469

Rice 4,166,744

Iron and steel and manufactures 2,296,294

Meat and dairy products 1,365,569

Animals 1,153,348

Wheat flour 1,041,856

Mineral oils 931,494

Leather and manufactures 613,561

Vegetables 561,116

Papers and its manufactures 548,904

Spirites, wines and malt liquors 548,602

Opium 446,049

Wood and its manufactures 344,996

Miscellaneous 7,408,868

The exports of the Philippines classify as;

Hemp \$19,689,493

Sugar 4,195,671

Copra 4,784,151

Tobacco and its manufactures 2,727,429

Miscellaneous 1,701,123

COMMERCE OF PRINCIPAL PORTS DURING 1907

	Imports	Exports
Manila	\$25,423,904	\$22,910,382
Gebu	2,263,075	6,143,964
Iloilo	1,396,808	3,494,682
Zamboanga	410,471	275,798
Jolo	339,076	250,544

TOTAL POPULATION (census 1903) 7,635,426

Uncivilized 647,740

Foreign born 56,138

COUNTRY OF BIRTH total in Manila in provinces

	56,138	29,491	26,647
China	41,035	21,080	19,952
Japan	921	721	200

East Indies	241	128	113
United States	8,135	4,300	3,835
United Kingdom	667	418	249
Germany	368	265	103
Spain	3,888	2,065	1,823
France	121	92	29
All others	762	419	343
Average size of Philippine farms		857	acres
" " of farms in U. S.		1466	"
Forest area		384,000	hectares
Largest agricultural district settled by Americans is Davao, Mindanao, with over 100 planters engaged chiefly in raising hemp.			
Most populous province, Cebu		653,727	inhabitants
TOTAL REVENUE FROM TAXATION (fiscal year 1907)			
Insular government		P- 30,484,662.71	
Provincial governments		22,013,257.80	
City of Manila		2,579,262.48	
Municipal governments		1,802,281.05	
Per capita taxation		4,089,861.36	
Customs Import duties receipts (fiscal year 1907)		3.39	
Insular government's internal revenue receipts 1907		12,856,438.05	
Exclusive of sales of liquors and tobaccos, sales by small boothkeepers, sales by agriculturists of their own produce, and goods exported, the total business done in the Philippines in the fiscal year 1907 amounted to nearly.		5,369,149.24	
Cigars exported in 1007		P- 500,000,000	
Cigarettes " " "		117,776,660	
Cigars local consumption " "		158,349,804	
Cigarette " "		79,476,459	
or in one day about		3,509,999,575	
Smoking tobacco exported in 1907 in kilos		10,000,000	
" " consumed here " "		75,446	
		221,600	

DISTANCE TABLE

Table of distances between Manila and commercial centers on lines of steam and sail communication. International routes: The figures represent the shortest navigable distances in nautical miles on the tracks of full powered steam vessels to commercial centers named:

FROM MANILA TO —	NAUT. MILES
Acapulco, Mexico: to Honolulu (United States), 4,950;	
to Acapulco, 3,310	8,260
Adelaide, S. Australia. (See Port Darwin.)	
Amoy, China	666
Auckland, New Zealand:	
To Torres Strait, 2,032; to Sydney, 1,740; to Auckland, 1,284.	5,056
(To Torres Strait, 2,032; to Auckland direct, 2,570).	4,602
Bangkok, Siam	1,440
Batavia, Java, Capital of the Dutch possessions in Asia:	
Via Singapore	1,386
Vin Sulu and Celebes seas, Macassar Strait, Java Sea	1,560
Bonham Islands, Pacific Ocean (German) to Jaluit. (Thence to Honolulu, 2,098).	1,520
Brisbane, Queensland, Australia: To Torres Strait 2,032; to Brisbane, 1,260	3,292
Brito, Nicaragua, Central America, the Pacific entrance to the proposed Nicaragua interoceanic ship canal:	
To Guam 1,506; to Brito 7,260	8,766
Calcutta, Bengal, Hindustan, Capital of the British Indian Empire, 1,386; to Calcutta, 1,630.	3,016
Callao, Peru, South America: To Guam, United States, 1,506; to Pago Pago, Samoa, United States, 3,097; to Callao 5,609	10,212
Canton, China: To Hongkong, China, 628; to Canton 75	793
Caroline Island (German) Pacific Ocean: to Guam United States, 1,506; to Jamestown Harbor 870	2,376
Chefu, China	1,560
Chemulpo, Korea, Seaport of Seoul, capital of Korea	1,560
To Hongkong, 628; to Shanghai, 859; to Chemulpo, 530	2,517

Fiji Island, Levuka (British), Pacific Ocean: To	
Pelow, 1,020; to Levuka, 2,700	3,720
Fuchau, China.	720
Guam, Ladrone Islands, United States:	
Northern route.	1,750
Southern route, via San Bernardino strait . .	1,507
Hongkong, China, (British) ~.	678
Honolulu, Pacific Ocean, United States	
Northern route, to Guam, 1,506; Honolulu, 3,337.	4,843
King Georges Sound, Western Australia. (See Port Darwin.)	
Kiungchau, Hainan, (French)	720
Kwandang, Celebes Islands (Dutch)	840
Macao, China (Portuguese)	630
Marshall Islands, Pacific Ocean (German): to Guam, 1,506; to Marshall Islands, 1,620	3,126
Melbourne, Victoria, Australia, (See Port Darwin.)	
Midway Islands, Pacific Ocean:	
To Guam, 1,506, to Midway Islands, 2,302 . .	3,808
Nagasaki, Japan.	1,365
New York:	
Via Cape of Good Hope and intermediate points: to Singapore, 1,386; to Batavia and Sunda Strait, 500; to Mauritius, 2,950; Sunda Strait to Cape of Good Hope, 5,070; to Vincent, 3,895; to New York, 2,910	
Via Mauritius.	13,841
Via Cape, direct,	13,771
Via Cape Horn and intermediate points; To Guam, United States, 1,506; to Tutuila, 3,097; to Punta Arenas (Straits of Magellan, South America), 5,197; to Montevideo; 1,312; to Rio de Janeiro; 1,056; (to New York, 4,778); to Pernambuco, 745 (to New York, 3,696) to Barbados, 2,184 (to New York, 1,827); to St. Thomas, 446 (to New York, 1,428)	
Via Rio de Janeiro, direct	16,071
Via Rio de Janeiro, St. Thomas, and intermediate points	15,971
Via proposed Nicaragua ship canal and intermediate points: To Guam, United States, 1,506; to Brito, Pacific outlet of proposed canal, 7,260; to Greytown, 160; to New York, 1,771	10,697

To New Orleans, United States	10,096
Via proposed Panama ship canal and intermediate points: To Guam, United States, 1,506; Panama, 7,200; to Colon (Aspinwall), 44; to New York, 1,981	10,731
Via Suez Maritime Canal and intermediate points: to Singapore (Straits Settlements), 1,386 to Colombo, Ceylon, 1,560; to Aden, southern entrance to the Red Sea, 2,131; to Suez, 1,310; to Port Said, Mediterranean entrance to Suez Canal, 90; to Malta, 980; Suez Canal, to Brindisi, 940; to Marseilles, 1,537; to Gibraltar, 1,920; Gibraltar to New York, 3,204	11,601
Papua:	
New Guinea, Pacific Ocean (British), Port Moresby, on the S. coast, near lat. 95, lon. 147 E., to Torres Strait, 2,032 to Port Moresby	540. 2,572
New Guinea, Pacific Ocean (Dutch), to Sorong on W. coast, opposite Salawati	2,362
New Guinea, Pacific Ocean (German) [to Friedrich Wilhelmshaven, the N. coast	1,560
Pelew Islands (Korror Harbor, German)	1,020
Pontianack, Q. coast of Borneo (Dutch)	1,080
Port Arthur, Manchuria (China-Russia)	1,620
Port Darwin, N. Coast of Australia (N. Territory of S. Australia)	1,692
To King Georges Sound, W. Australia, 2,100	3,792
To Adelaide, S. Australia, via King Georges Sound	4,832
To Melbourne, Victoria, via King Georges Sound	5,141
Port Townsend, Puget Sound, Washington, United States: to Yokohama, 1,680; to Port Townsend, 5,920.	7,600
Saigon, Indo-China (French)	930
Sandakan, NE. coast Borneo (British).	850
San Francisco, via Yokohama, Japan, to Yokohama, 1,680; to San Francisco, 4,240	6,477
Surabaya, Java (Dutch), via Sulu and Celebes seas, Macassar Strait	1,320
Shanghai, China.	1,080
Singapore	1,386
(Hongkong to Singapore, 1,400).	
Solomon Islands, (Ugi Island, British) to Pelew Islands, Korror Harbor, 1,020; to Ugi, 1,920	2,940

Ugi to Sydney. Australia	1,560
Sydney, New South Wales, Australia (British)	
Via Torres Strait	3,772
Via Sydney, to Wellington, New Zealand, 1,280	5,052
Taiwan Fu, Formosa, Japan	540
Tahiti, Society Islands. Pacific Ocean (French), to	
Guam, 1,506; to Pago Pago, Samoa, United States	
3,097; to Tahiti 1,308	5,911
Tientsin, China:	
To Shanghai 1,680: To Tientsin, 729	2,409
Peking, via Peiho River 120.	2,529
To Peking, by road, 80.	2,489
Via Nagasaki, Japan, to Nagasaki, 1,365; to	
Tientsin, 940	2,305
Torres Strait, Australia	2,032
Tutuila, Samoa, United States, to Guam, 1,506; to	
Pago Pago, Tutulia, 3,067.	4,603
Valparaiso, Chile South America, to Guam, United	
States, 1,506, to Pago Pago, Samoa, United States	
3,097, to Tahiti 1,308; to Valparaiso, Chile, 4,310 .	10,221
Vladivostok E. Siberia. Amur terminus (Pacific) of the	
Siberian Railway, to Nagasaki 1,311 to Vladivostok	
699.	2,010
Wake Island, United States, To Guam. 1,506, to	
Wake Island 1,140	2,646
To San Francisco via Wake Islands: To Wake Islands.	2,100
To Honolulu 2,197, to San Francisco 2,646.	6,943
Wellington:	
To Torres Strait 2,032, to Sydney Australia 1,740;	
to Wellington 1,280	5,052
To Torres Strait 2,032 to Wellington 2,580	4,612
Yokohama, Japan	1,680

IN THE PHILIPPINES

Manila to Antipolo	40 miles
" Baguio	170 "
" Cavite.	9 "
" Cebu	386 "
" Corregidor	30 "
" Ft. McKinley	7 "
" Iloilo	346 "
" Jolo	531 "

Manila to	Los Baños	40	"
"	Malabon	7	"
"	Olongapo	64	"
"	Pagsanjan	50	"
"	Sibul Springs	50	"
"	Taal Volcano	60	"
"	Zamboanga	502	"

Difference in Time

		Hours.	Min.
Manila is in advance of	London	8	03
" " "	Washington	13	11
" " "	New York	12	59
" " "	Sán Francisco	16	11
" " "	Madrid	8	18
" " "	Singapore	1	08
Manila is behind	Hongkong		02
" " "	Shanghai		02
" " "	Tokio		54
" " "	Adelaide	2	57
" " "	(Sidney, Melbourne).	2	57

CURIOS

The curio hunter has a vast field for operations in Manila, and there are several shops that will cater to his wants. Perhaps the most prized souvenirs for the "folks at home" are bolts of piña, jusi and sinamay cloth. Under another heading these cloths are fully described. Next in point of popularity come the war bolos, of which there is an infinite variety, ranging from the elaborately carved gold and silver mounted kris and barong of the Moro, to the keen-edged, wooden-handled knife of the ladrones of this island. The war and hunting spears of the Igorotes and Negritos of Northern Luzon—the oborigines of the island—and the head axes, wooden goods, elaborately carved spoons and forks of the same people are also in great demand. The Moro spears and weapons used by the inferior wild tribes of Mindanao and Mindoro are much superior in workmanship, but hard to obtain in this market, as is also the bead work of the Bogobos, Manobos and Tagacolas of Mindanao. There is great demand for the brassware of Moroland and the inlaid silver tobacco and betel nut boxes from the same district. Of mats and hats there is an infinite variety, varying in color and texture according to the island or district in which they are manufactured.

JUSI AND PIÑA CLOTHS

The last census report (1903) has the following interesting chapter on the cloth weaving industry of the Philippines.

"Clothmaking, the principal household industry of the Philippines, antedates history, the natives having been engaged in the production of textiles when the Islands were discovered by Magellan. Reference has already been made to the early manufacture and sale to foreign traders of cotton yarns, cloths and garments, and it is undoubtedly true that the making of cloths from the fibers of abaca, maguay, pineapple and other native plants is of equal antiquity. Silk yarns, brought to the Islands by Chinese traders, have been used in connection with native fibers in cloth making from time immemorial. Considering the slow, laborious and antiquated methods and machines used in the industry, the distinctive Philippine textiles, though usually of a filmy and not very desirable character, are of fairly good quality and generally of much beauty in design and coloring as well as highly attractive on account of their luster, which rivals that of silk.

"An indication of the extent of the household industry of clothmaking is afforded by the partial enumeration made in the province of Abra, on Luzon Island, and Iloilo on the Island of Panay. In Abra returns were secured from 2293 and in Iloilo from 3042 domestic establishments, each of which produced less than -P- 1,000 worth of manufactured goods during the year 1902. The product of nearly all of these establishments consisted of textile of various kinds, the total reported value of which, from 5277 homes, was -P- 1,278,000, on average value of -P- 242 for each household textile industry enumerated. The hand looms upon which the cloths are woven are operated by females mainly.

"The three principal varieties of cloth are SINAMAY, JUSI and PINA. The first named, which is utilized as wearing apparel by both males and females, is woven from selected hemp (abacá) fibers, in bright, contrasting colors and is produced largely in Iloilo and Southern Luzon. Gauzy cloths, called lupis and tuampipe,



MORO GIRL

are also made in small quantities from specially selected hemp fibers: while coarser fibers of plant are used for making cordage, nets, and hammocks.

"Jusi is the name of a variety of cloth woven from the fibers of hemp and the pineapple plants, to which filaments of imported silk and ramine are sometimes added. A small quantity of cotton is also frequently used in making the cloth. Jusi is produced more largely in Iloilo than in any other province. The fabric is used for women's dresses and to some extent for men's shirts.

"Piña is woven from fibers extracted from the leaf of the pineapple plant; true piña contains no other fiber although piña cloth, so called, sometimes contains an admixture of fine hemp fiber. It is a very soft, delicate, diaphanous fabric made in various colors, of a glossy, silken appearance; and of great beauty. It is used for women's garments, also for handkerchiefs, collars, scarfs etc., which are often elaborately and handsomely decorated with embroidery, an art in which marked skill and taste are displayed by the Filipino women who have been instructed in it.

HORSE RACING

Horse racing is under the government ban in Manila. At present the Manila Jockey Club is only permitted to hold a meeting on the first Sunday of each month, and on legal holidays. The "horses" are for the most part small native ponies, and the jockeys, now a-days, are for the most part, small native boys. The club has a good track at San Lazaro, 10 minutes ride from the Escolta, and good buildings. There is no book-making, but the totalizator system is in use, and will get your money fast enough. It costs \$2.50 to buy an interest in the pool, and holders of tickets on the winning horse divide the pool, after the club has taken a rakeoff of 10 %.

Before the American occupation the racing was, for the most part, in the hands of the leading business men, who owned racers and raced them for recreation. These were the days of "gentlemen jockeys." But after the American got in and money was loose and easy around the town, professional horsemen got control, and they made things hum. At one time there were three race tracks in operation, and racing four or five days a week. It was heavy going for the "pikers" and know-it-alls, and the thing got to be such a scandal that the government shut down on it. Racing would have been stopped altogether, had it not been that so much money

was tied up in horse-flesh that it would have been a dead loss to owners if racing would have been restricted to one meeting a year, as was planned.

There is a good day's to sport to be had at the race track, if you feel sporty.

COCK FIGHTING

Cock fighting is the national sport of the Filipinos. The poorest man can afford to keep a chicken or two, and he usually spends more time in training the rooster than he does his family. Often the meager savings of two or three years are placed on the chicken when his day comes to fight. If he loses, the owner invariably takes his loss without a grumble, and the former pet and pride of the family goes into the pot for the evening meal.

Although some good cocks are raised in the Islands, as a rule "any old barnyard fowl" is picked up and trained for battle. The fight is usually to the death. After the birds are matched and



NIPA HOUSE

the money is put up, each bird is armed with a gaff about 1 ½ inches in length, and as keen as a razor. Often a bird is struk dead on the first fly. Sometimes two game birds will fight for an hour, and very often until both are dead. A bird that turns from his adversary loses the fight, and once a bird has turned, he never will face his conqueror.

The Government tries to restrict cock fighting as much as possible, because so long as the average Filipino can gamble he will not work. The cock pits are now only allowed to open on Sundays and on legal holidays. A small admission fee is charged in the pits around Manila. There are none in the city proper, but there is one at Caloocan, reached by the street railway, another at Cervantes, reached by the street railway, and about 20 minutes from the Escolta, and another at Santa Ana, also on the trolley line and 25 minutes ride from the Escolta. The last named pit is open at night. Both the Caloocan and Santa Ana cock pits cater more or less to Americans. They have special galleries but charge a greater fee.

The betting is all individual. The match is always made in the ring, and even after the money is up, and the birds are turned loose, either owner may withdraw his chicken so long as no blood has been drawn. Ordinarily a ring of gamblers in the pit back a chicken against an outsider, and you can bet all the money you want against the ring bird and get it covered.

It is a hard game to beat. The old cock fighters will stick at nothing to win, and it is well to let them bet it out among themselves. The writer has seen 75 fights pulled off in four hours time.

ATHLETICS

Baseball flourishes in Manila, and is easily the most popular sport. The Manila Baseball League, organized some six years ago, owns its own park in Paco district. The season opens on Thanksgiving Day of each year and continues until about the middle of June, with four games each week—two on Saturday and two on Sunday afternoons. Occasionally an extra game or two is played on a holiday. Last season there were four teams in the race for the pennant, one being from the Marines at Cavite; one from the Twenty-sixth Infantry, at Fort McKinley; a third made up of Civil Government employees, and the other from the Army Quartermaster department. The bulk of the fans are Americans. There was a league at Fort McKinley as well last season. The Filipinos take readily to baseball and have some good players, too. They have a league of their own.

NO PRIZE FIGHTING

Prize fighting is "tabu" in the Philippines. In the "Days of the Empire" it flourished, but in 1903 the Commission passed a law prohibiting it. Now it is criminal even for a daily paper to publish a challenge. Some of the athletic clubs have boxing instructors and boxing matches—for members only.

OTHER SPORTS

The Manila Athletic Association, which includes some of the leading Americans of the Islands, has a club house, fine tennis grounds and a polo field at Wallace Field, opposite the Luneta, Golf also flourishes to some extent. There is an auto club and two or three boating clubs.

Following is a list of the Athletic clubs of Manila:---

Manila Athletic Association Pavillion, Wallace Field, Ermita.

Manila Auto Club, 130 Escolta, Binondo.

Manila Boat Club, 131 Calle Marina, Ermita.

Manila Golf Club, office at 851 Calle Iris, links at Caloocan.

Manila Lawn Tennis Club, grounds at San Marcelino, Paco.

Sociedad de Tiradores (Fencing Society), 284 Bilibid Viejo, Quiapo.

LIVING IN MANILA

Living in Manila is excellent and surprisingly cheap, when it is considered that all fresh meats and vegetables are brought here from other lands. And you can get any kind of "chow", you like at that, from Chinese "chop suey" and Japanese "sukiake" to plain American dishes, French dinners, Spanish cooking and "steak" course banquets, with frapped wines. As elsewhere, it is largely a matter of taste—and money.

The leading restaurants and hotels serve cold storage meats from Australia, and they are hard to beat anywhere on earth. Our potatoes, onions, cabbages, celery and cauliflower come from Australia, Japan and China, and apples from the same sources. California supplies us with oysters and oranges. Lemons and grapes are shipped all the way from Spain. The local markets afford excellent fish, chickens, tomatoes and excellent vegetables, game and fruits.

SOURCES OF WEALTH

"The products of the Philippines are so varied and the natural resources so illimitable that the intending investor becomes dizzy in endeavoring to select the most likely of the opportunities offered. We can produce the very best of coffee. Great wealth is possible in the culture of cocoanuts, rubber, spices, cacao, and every other tropical product. We have the greatest variety and the finest hardwoods in the world. The present rate of timber cutting does not equal a tiny fraction of the natural growth of the forests, and year by year we have great trees going to waste by natural decay. We have timber tracts equal in extent to that of all the

western states of America, which, while there is proper legislation and a sufficiency of labor for their development, are decaying for want of exploitation. It has been demonstrated that there are enormous deposits of gold bearing quartz, copper, coal and iron throughout the Islands. At the present time, even, there are in operation a number of paying properties in this field and one might say the ground has only been scratched. In the space of a very few years the Philippines will be known as a gold producing country''.

MANILA CIGARS

Everybody knows Manila cigars. This is the town where they are made. The best tobacco comes from the northern provinces of Luzon Island, but a considerable quantity for the cheaper grades of cigars is grown on the islands of Panay and Negros. There are many cigar and cigarette factories in and about Manila, em-



IN THE TOBACCO COUNTRY

ploying thousands of hands. The bulk of the cigarettes are made by machines that are all but human. Cigars are hand made, and the deftness of the makers is well nigh as marvelous as the work of the cigarette machines.

Last year the output of all of the factories was 197,243,119 cigars and 3,668,349,379 cigarettes. About two-thirds of the cigars

are exported, principally to Europe and Australia. The duty in the United States is prohibitive. Only 150,000,000 cigarettes were exported; the greater part of them were consumed here. Practically all of the Filipinos are smokers--men, women and children. In the Cagayan valley, where the best tobacco is grown, and where all members of the family work in the tobacco patch, it is the custom for the head of the family to make up each week a cigar about a foot in length and several inches in diameter. This cigar hangs by a string suspended from the roof of the house, so near to the floor that even the children can reach it, and furnishes smoking for the entire family until it is consumed.

Visitors are welcome at most of the factories, and are shown every courtesy.

The cigar factories have become some of the principal places of interest for visitors to Manila. A trip through the factories has awed nearly everyone who has had the pleasure of making it. The hustle and bustle and yet calm and orderly movement of the workers has startled the preconceived and entertained idea that all the industries of Manila are of a primitive character and the workmen shiftless and unreliable. After passing through the great rooms filled with their many cigarette machines each automatically gathering its paper and tobacco and with merry click ejecting the finished cigarette, the sightseer passes on with the great trays of cigarettes to the room where the piña-clad señoritas sit in long rows engaged in the task of putting the cigarettes up in packages. So deftly do these girls perform their task that by touch alone they are able each time to gather just thirty cigarettes and so quickly waft them into the folded and fastened package that the eye is left to catch up with the performance. Never are the cigarettes counted, but from the never diminishing pile, always fed from the machines, the exact number is taken without hesitation, and with one movement of the sensitive fingers, then with a rapid movement they are encased in a paper package and are ready for the market.



TAGALOG TYPE

The cheapest grade of good cigars are the "londres", which retail at 8 for 10 cents, U. S. Currency. From that the prices range on up through an infinite variety of sizes, shapes and degrees of excellence to the big cigars in sealed glass tubes that cost a quarter each. The names "londres," "perfectos," "divinos," "brevas," etc., refer to the shape of the cigar and are used by all factories.

Manila cigarettes are famous for their purity and fine flavor, as well as for their cheapness. The best grade of standard cigarettes retails at 5 cents U. S. Currency for a package of 30. Hand made cigarettes are higher in price, running, in gold tips and fancy boxes, as high as 25 cents U. S. Currency for a box of 20. The majority of American cigarette smokers like the native product better than American made cigarettes.

The duty on imported cigars and cigarettes is very high in the Philippines.

ROADS AND DRIVES

Road building in the vicinity of Manila is yet in its infancy. Good city streets we have, but it will take time and a lot of money to bring our country roads up to the standard of some of our neighboring colonies. Many new driveways have been planned.



NATIVE HOUSEMAID

One pretty well defined project is for a boulevard around the shore of the bay from Manila to Cavite. There is fine residence property along the proposed route, and it is believed by many that the beautiful homes of future Manila will eventually be built in that direction.

At the present time there is a good road out through the town of Pasay, for a distance of about 5 miles from the heart of the city. The road to Fort McKinley is good, and the drive along the Pasig river, past the quaint old ruins of Guadalupe church and over the battle grounds of 1899, is one of the most attractive. You can make it in an auto, taking in the Post in a couple of hours. Another drive is out Calle Cervantes, through the crowded district of Tondo, across country to Gagalangin. and thence to Malabon, famous for its oysters and other shell fish.

The drive through the pretty suburb of Santa Mesa and out to the pumping station, is also popular. One crosses the San Juan Bridge, where the first shot of the Insurrection of 1899 was fired.

HOTELS

Metropole Hotel, at Sta. Cruz Bridge.

Hotel de Francia, corner Escolta and San Jacinto.

Bay View Hotel, 21-29 San Jose, Ermita.

Hotel Delmonico, 273 Palacio, Intramuros.

New Oriente Hotel, 121 Real, Intramuros.

Hotel Continental, 35 Plaza Goiti.

Army and Navy Hotel, 545 Real. Malate.

An up to date first class Hotel will soon be in construction at the new Luneta Extension.

And other Hotels and boarding houses scattered about the city.

BANKS

Chartered Bank of India, Australia and China, 34 Plaza Cervantes.

Hongkong and Shanghai Banking Corporation, corner Plaza Cervantes and Carenero.

Banco Español Filipino, 10 Plaza Cervantes.

International Banking Corporation, 15-23 Plaza Moraga.

STEAMSHIP OFFICES

North German Lloyd,

Hamburg America Line.

Peninsular and Oriental S. N. Co.

The Indra Line.

Weir Steamship Line.

Messagerias Maritimas de France, 15 Plaza Moraga.

Compania Transatlantica, 9 Plaza Moraga.

} 107 Anloague.

} 319 Muelle del Rey.

Nippon Yusen Kaisha	} 7 Carenero.
China & Manila S. S. Co. Ltd.	
Great Northern Steamship Co.	
Pacific Mail Steamship Co.	} 18-28 P. Moraga.
O. and O. Steamship Co.	
Toyo Kisen Kaisha.	
Austrian Lloyd. 15-31 Novaliches, San Miguel.	
Eastern and Australian S. S. Co. Ltd., 18 Plaza Cervantes.	
China Navigation Co.	} 16-20 Carenero.
China and Manila S. S. Co.	
Compania Maritima, 16 Carenero.	
Compania General de Tabacos de Filipinas, 63 Escolta.	
Inchausti & Co., 223 Muelle de la Reina.	
Gutierrez Hermanos, 116-122 Beaterio, Intramuros.	
Fernandez Hermanos, 29 Plaza Cervantes.	
Pujalte & Co., 229 Muelle del Rey.	
G. Urutia & Co., 23 Plaza Cervantes.	
John T. Macleod, 95 Anloague.	

CABLE OFFICES

Commercial Pacific Cable Co., 21 Carenero.

Eastern Extension, Australasia and China Telegraph Co., 29 Carenero.

POST AND TELEGRAPH OFFICES

Both offices are located in the same building on Plaza Lawton, at the foot of the Santa Cruz Bridge.

BOARDS OF TRADE

American Chamber of Commerce, 34 Escolta,

Manila Chamber of Commerce, 55 Soledad.

Camara de Comercio Española, 12 Pasage de Perez.

Camara de Comercio Filipina, 39 Plaza Cervantes.

Chinese Chamber of Commerce, 75 Anloague.

Manila Merchants Association, 9 Plaza Moraga.

THE LUNETA

To the Luneta in the early evening all Manila goes. Here after the heat of the day, as evening draws on, gather all classes and conditions to enjoy the sea breezes and listen to the music discoursed by the Constabulary Band, one of the finest musical organizations in the world.

The oval drive, inclosing two band stands surrounded by a velvety lawn, is thronged at this hour with thousands of conveyances of all descriptions, and the park is plentifully sprinkled with people of all ages and garb. Here under the brilliant electric lights will be found assembled a purely cosmopolitan crowd. There seems to be no country or race in the world without representatives, and with the Oriental especially the peculiarities of their home customs in dress are usually observed.

Situated between the Walled City on the north and Ermita on the south, the Luneta extends along the bay shore between these two points and overlooks the entrance to Manila Harbor far away to the west. As the sun declines, bringing into strong relief the Island of Corregidor, the sleeping watchdog of the bay, and gorgeously coloring the Bataan Mountains between the city and the sea, the coming darkness brings into view the flashing lights of Cavite and the dimmer signals of the harbor shipping. The sight is one not soon to be forgotten; it is many sunsets wrapped into one, and the result is perfection, or as nearly so as may be found in any land.

Not alone will the Luneta be remembered as a "care-free" spot. Here it was a few short years since that with startling frequency the morning sun would greet a firing squad of soldiers carefully guarding its quota of prisoners. These would be lined up with their backs toward the beach and fronting a line of loaded rifles. The dropping of a handkerchief, the hoarse roar of firearms, and debts, political and otherwise, had been collected at the price of the offender's life. Here it was that the Filipino patriot, Rizal, was executed on the morning of December 30, 1896, and each year his compatriots gather on that day and place to do honor to his memory. It is a hallowed spot to the Filipino people, and it is soon to be marked by an imposing monument of their martyr.

BOTANICAL GARDENS

Embraced by the Bagumbayan drive, Plaza Lawton, and Calle Arroceros, the Botanical Gardens represents one of the most charming and noteworthy sites of Manila.

Although established in Spanish time, the garden was entirely devastated and neglected during the days of insurrection, and it had served Aguinaldo's besieging forces as a camping ground.

A few years ago the botanical garden resembled more a swampy jungle, than a public park. Since then extensive improvements have been made.

The enchanted wilderness was transformed rapidly to a delightful place for recreation and rest, with drives and walks and a beautiful blending of tropical flora, plants and trees, with the soft and spicy odours of the southern seas.

Monday evenings the Constabulary band composed of Filipinos, and recognized as one of the finest in the world, delights the visitors with Wagner, Strauss or Verdi.

Connected with the botanical garden the Zoo, although a young institution, shows a fair beginning.

It offers to the visitor a splendid collection of the wild animal specimens of the Archipelago, besides a number of zoological rarities of foreign countries.

Constant additions are made and the Zoo is growing quite rapidly.

BRIDGES

Among the most noteworthy monumental structures, the Bridge of Spain deserves to be mentioned first. Aside from being one of the oldest structures within the pearl of the Orient, it stands as a strong and magnificent witness of the ability of its early Spanish builders.

The bridge was erected by the Spanish viceroy Niño de Tabora in 1630.

Three hundred years of the city's great traffic have failed to impair the strength of its eight arches. For centuries it has withstood the raging forces of floods, typhoons and earthquakes.

Grown out of the pressing need for relief of the, to a dangerous point, congested traffic on the Escolta and Bridge of Spain, the Santa Cruz Bridge gains more and more of the increased traffic.

It is a modern steel and concrete structure of immense practical value and immense sober outlines in esthetic respect.

The Suspension bridge or Puente Colgante, the third of the Manila bridges, shows evident signs of senile debility, being the object of exploitation by its private owners, who cannot afford to invest large capital to keep it in perfect standard, for fear of becoming briefly bereaved of their anti-diluvial toll privileges.

Above the suspension Bridge the Pasig River is crossed by the Ayala Bridge, connecting Concepcion with San Miguel. The early structure, a dedication of a wealthy citizen, has been recently replaced by a modern steel construction.

The two latest bridges crossing the river, are the Railroad Bridge connecting Santa Mesa with Pandacan, and a new viaduct

traversing the Pasig at its junction with the Mariquina river. It connects Fort McKinley, the big Army Post, with the town of Pasig, the Capital of Rizal Province.

The many esteros and canals being a great facility to minor navigation do certainly not transform Manila to an Eastern Venice, notwithstanding that the contents of these esteros sometimes by optimists are mistaken for pure water.

More than half a hundred smaller or larger bridges, crossing these esteros offer but little interest in historic or in artistic sense and their only resemblance with the bridges of the Doge's city of San Marco, are the sounding names.

The hydraulic lift bridge over the Binondo Canal near the Custom House may be mentioned.

The only bridge of late historical significance is the San Juan Bridge at the end of the San Juan car line, traversing the united San Juan and San Francisco River.

On this spot, marking now the city boundaries, the first shot introducing the Philippine Insurrection, was fired during the night of February 4th, 1899.

For some time previous, relations between the two opponent armies were somewhat strained although war was not declared.

The American forces occupied the southern banks of the San Juan River, while the Filipino Army operated on the opposite side.

Sentries of both armies were posted at the ends of the bridge, when the challenged American sentry shot an officer of the Insurgent forces.

This became the signal for the opening of hostilities on the entire line encircling the city. After several hours of fierce fighting, the Filipinos were forced to retreat and the advancing Americans occupied positions in the Mariquina Valley.

CHURCHES

The majority of the Manila churches are situated within the walls of the old city.

The cathedral claims doubtless the most fame among the many churches in the Archipelago.

Its architecture, although not perfectly pure, is of imposing late Roman style. The ornamental splendor of the columns and vaults of its interior may be found unrivalled among the many imposing temples on Philippine soil.

Comparatively of late origin, its walls cannot preach of perishableness, of past glory and past magnitude.

The present building was erected to replace its ancestor, destroyed by fire.

Next, if not surpassing in interest is the church of San Agustin.

Its massive walls, nearly as old as the Glory of Castile's banner in the far Indies, arose under the direction of a son and disciple of the world famous creator of the "Escorial".

The tombs of San Agustin cover the remains of Legaspi, the Conqueror, the first to represent His Catholic Majesty in this part of the Indies.

In dignity and antiquity next to San Agustin, is the Recoletos Church on Calle Cabildo. Many details of interest will be discovered by the careful spectator, while the large tower attracts the attention of the visitor.

The Church of Santo Domingo offers to the viewer besides the splendid features of its Gothic architecture, a gem of the minor art of woodcarving on its doors.

A mystic scent of sacred spirit, reminiscences of past days of the Holy Inquisition and breathing of incense hovers about the vaults of church and convent, whose treasures contain priceless relics, antiquities and jewel strewn images.

Beside the above named temples, the churches of San Francisco and Sta. Clara demand attention.

While the majority of the churches are unable to deny a certain amount of individually pronounced Spanish appearance, regardless of their proper style of architecture, the church of San Ignacio on Calle Arzobispo, shows a distinctly modern facade, and therefore might be overlooked by the sightseer.

Even though the exterior possesses little attraction, the spectator is fully indemnified by the exquisite and graceful finished interior. The ceilings wrought in beautifully tuned and carved native wood are gems of highest artistic merit. The pulpit, a model of delicate taste, represents the pride of the Jesuit fathers, the creators of this shrine of art and worship.

The charming splendor of this church will never fail to make the deepest impression upon the visitor.

The site where the walled city stands; was occupied, before the arrival of the Spaniards, by a Moro town and fortress. After the Moros surrendered the city to Legaspi, the Spaniards fortified it by means of rude palisades, as a protection against the warlike Moros, Savages and Chinese pirates.

These primitive protections proved insufficient, and the pressing need raised the massive walls and bastions of old Manila, as a shelter and refuge in stormy days of grim warfare. And what to-day appears a reminiscence of the glorious days of Old Castile,

the days of Magellan, Cortez and Pizarro, overgrown now with moss and weeds, a treasure to the sightseer and historical explorers formed then a bitter necessity of self defence.

In 1590 Santiago de Vera, laid the conerstone of the present Fort Santiago. The fort with its battered and scarred walls, its moats, its ponderous gates and drawbridges was completed under Dasmarinas who on a conquest expedition to the Moluccas in 1593, met an illfated, untimely end.

The fort proved on many occasions an unconquerable stronghold in defence against Chinese pirates and other invaders, and upon its strong walls rested for centuries the authority of the Spanish crown in the East Indies.

The tourist should not fail to visit the Ayuntamiento, formerly the official seat of the Spanish Governor General, at present occupied by the Governor General's and Philippine Commission's offices. The Marble Hall situated in the centre of the building, originally designated as entertaining hall for official occasions, is utilized by the Philippine Assembly as their session room.

The vestibule contains a marble statue of del Caño, the companion of Magellan the explorer and world circumnavigator, while the upper stories are adorned with noteworthy paintings on subjects of local history, among them works of the celebrated Filipino painter, Luna, unquestionably works of high artistic merit.

MONUMENTS

Among the number of monuments scattered about Manila, several claim more than the common interest of curiosity, while in monumental and esthetic respect the majority shows but little more than the good will of their respective creators.

The monument of Legaspi and Urdaneta stands on the south-eastern corner of the walled city below the bastion of San Diego, facing the Luneta and the bay. The monument is executed in bronze on a marble pedestal, and symbolizes perhaps unwillingly, but characteristically, the regime of sword and cross. The striking moment in the attitude of Legaspi is that of the fearless ironclad warrior with the iron hand, in dense fraternity with the might of Christendom of the Roman Branch. His companion on the pedestal, in the gown of a monk, with features of an iron will, the cross, the symbol of Christianity and Civilization in peremptory pose in his **stony fist**, illustrates anything but Christian charity.

Otherwise the monument shows unusual artistic ability and **artistic merit**.

On the extreme end of the Malecon drive, outside the old walls below Fort Santiago facing the river, a plain obelisk was raised in honor of Simeon Anda, the dignitary governor during the Anglo-Spanish conflict of 1762-1764.

Within the walls the monument of Charles VI of Bourbon, adorning the centre of the park fronting the Ayuntamiento and the Cathedral, and Miguel de Benavides, the founder of the Santo Tomas University may be mentioned. The latter stands on the little square facing the University building.

Outside the walls of old Manila, on the south bank of the Pasig near the bridge of Spain raises a tall column crowned by a globe, in memory of the discoverer of the Philippines, Hernando de Magallanes.

In the botanical gardens a statue donated to the noble founder of the gardens, Sebastian Vidal, is erected.

In honor of Carriedo a monumental fountain was erected on the Rotonda at Sampaloc. Manila owes its public water system to the munificence of this great benefactor.

Opposite the Malate church, a statue of the late Queen Isabel II turns its reverse, or rather the rear part of the Queen's Ermine robe, toward church and street. The only excuse for this sensational taste, may have been the builders intention, to give the Queen an open view of the immeasurable ocean. But unfortunately this view is barred by some buildings between monument and the seashore.

The pearl of the Orient offers many other attractions: A ride, or still better, a promenade through the native and Chinese quarters will probably appeal most to newcomers and tourists.

While life in Intramuros, Ermita, Malate etc. is of more cosmopolitan character, gives Tondo the most intense and exclusive sight of native animation. As soon as the zone of the Chinela and the wooden slipper is passed, the entire sight changes. Instead of solid structures of stone and timber, bamboo and nipa houses become predominant. Only since American occupation here and there buildings of more substantial material have been built. Sanitary conditions have greatly improved, swampy grounds were drained and filled in, streets were widened and raised above average level of the tide, and where streets and roads during the wet season used to be almost impassable, pavements and sidewalks were constructed.

Here and there reminescences of these sweet lazy days of "no importa" are found and resemble the prehistoric misty times of lake dwellers.

While the average native appears to be inclined to cleanliness about his body and garments, he is not exceptionally particular in regard to his dwelling. His home stands often in a pool of filthy stagnant water, the breeding place of miasma.

There is nothing to be noticed of the busy haste, nothing of the rush for predominance in the struggle for existence; predominating is only the indifference and convenience of "mañana".

While there is nothing to be seen of striking effect, the deeper insight into the intimate life of the native is full of interest in ethnological regard. Native culture is not derived exclusively from Spanish influence, but reaches far beyond our knowledge of the extreme Orient.

Binondo is the center of Chinese trade and livelihood., Calle Rosario; Calle Sto. Cristo and adjoining streets are the places where Chinese business is chiefly transacted.

The external appearance of the Chinese shops and stores, is not by far as attracting as similar establishments in any city of China; the greater part of the trade objects being Philippine products and goods imported from either Europe or America.

The exciting tales of adventures about Opium-hells, with trap doors and subterranean passages are merely the outbursts of irritated phantasy.

The majority of the Manila Chinese are law-abiding citizens and hard workers, either in mercantile trade or hand labor. One who does not estimate a nation merely by its external tam-tam will find plenty stimulating sights and studies.

While there are no Chinese temples in Manila, the Chinese Cemetery at La Loma may be of sufficient interest to reward the expenditure of an hour or two.

The Japanese community of Manila is of comparatively late origin and the Japanese settlement on Calle Alix and neighbouring streets is hardly peculiar enough to justify a special visit.

The ancestral cult seems not to be in peculiar high esteem in Manila. One passing the streets of old Manila can frequently encounter tomb stones used for paving the sidewalks.

Therefore none of the cemeteries shows the dignified appearance of old European burial places. Above the average raises only the so called English Cemetery near San Pedro Macati, with its marble and granite monuments and the Paco Cemetery.

The Paco burial place offers the most peculiar variety or a grave yard. Similar to the world famous Gampo Santo in Genoa the dead are laid for rest not in graves, but in niches in the thick

walls forming a double circle. Owing to the system of rental, the niches as a rule, are occupied only for five or ten years and but little is done in the way of adorning and beautifying the cemetery.

The remains of the evicted niche dwellers were until recently thrown into an enclosure in the rear of the cemetery, exposed to the sight of the visitor. Finally the authorities set an end to this inexcusable repulsive method.

La Loma, or Cementerio del Norte is a burial place of central character improved and enlarged recently by the authorities. Its church with the dome on the hillside is well worth visiting.

Outside the walled city a number of churches are worthy of notice. The Tondo church an imposing building, reigns, the district of Tondo beneath its walls. Regardless of its splendid design and historic importance, it impresses the sightseer as a bullwark of unrestrainable strenght.

The Binondo church is prominent for its relations with the Catholic Chinese community.

Perhaps the most distinct building in Manila is the San Sebastian church.

Its two handsome gothic towers, the highest in Manila, as well as the rest of the large building are exclusively constructed of steel plates. It forms the most fireproof and resistant structure in Manila.

Among the other more or less prominent churches, the Santa Cruz church marking the eastern end of the Escolta and the Quiapo church on Plaza Miranda are to be mentioned.

The church at Malate, an old veteran of many ravaging battles, shows with pride the scars achieved with honor in stormy days.

The old historic Fort San Antonio Abad, commonly known as Fort Malate lost heavily in dignitary attire since the military authorities degraded it to a storehouse attached to the Pasay Corral.

To complete the line of churches, we will name and locate the following. The suburban churches of Sampaloc, Pandacan, Santa Ana and Ermita, and among the protestant houses of worship erected since the advent of the Americans; the Episcopal Cathedral of St. Mary and St. John on Calle Isaac Peral, Ermita, the Presbyterian church on P. Faura and Dakota Streets, Ermita, the Methodist Episcopal churches on Nozaleda and San Luis, Ermita and on Calle Cervantes, Santa Cruz, and the Native Presbyterian church on Calle Azcarraga. In the neighborhood of the last mentioned an Aglipayan church is situated.

Aglipayanism is a native invention of their own due to the rupture between independent Filipino circles and Spanish Catholic society during the conflict in the late nineties.

LITTLE JOURNEYS

FORT MCKINLEY, the great and up to date Army Post mentioned on several occasion in these pages may be reached either by boat up the picturesque Pasig River, or by street car in less than an hour. The fort is situated on a hillside on the banks of the river overlooking the Manila Bay and the lake of Laguna. Street car fare is 44 cents Philippine Currency for the round trip.

MALABON, famous for its oysters, a provincial town of 20,000 inhabitants, invites the visitor for an enjoyable trip during the cool hours of the evening. It is about 6 or 7 miles distant from the Capital and contains besides some Cigar factories the only Sugar Refinery in the Philippines. The round trip on the electric streetcar is 64 cents Philippine Currency. Half way on the road to Malabon, the small town of CALOOCAN with its large Cockpit at MAYPAJO is situated.

Admiral Dewey made CAVITE famous. When he and his gallant officers and men swept down upon the Spanish fleet on that May day in '98 the little town and arsenal on the peninsula over



ADMINISTRATION BUILDING CAVITE

which the Stars and Stripes, float so serenely today were only heard of in dry official reports. The American did bloody execution on that quiet May morning, and when the smoke of battle lifted the proud banner of Spain lay dripping in blood and brine. The next day the whole world knew of Cavite.

Well that was years ago. The wreck of battle has long since been removed. Today the old Spanish naval base has become the repair shop of the American Navy in the Far East. The little brown men of the Islands, under the skillful direction of trained Americans, work over forges and lathes of modern workshops. Peace reigns supreme. The bloody part is forgotten. A modest Spanish gentleman—a hero of the famous May day fight—finds his friends among those against whom he fought so gallantly that day, and should he chance to pass through the Yard he is accorded the same honors that were his by right when he commanded his ship under the banner of Spain.

There is not much to be said of modern Cavite. There is a naval station and arsenal, some stone buildings that were built by the Spaniard half a century ago, and some modern structures of American design. There are machine shops, blacksmith shops, boat-building shops, a sail-loft, etc.,—in fact, all of the necessary machinery for making minor repairs to modern war ships.

The old, rambling town of Cavite, just outside of the Yard, is typically Spanish-Filipino, with narrow, crooked streets, tile-roofed houses with second stories projecting over the sidewalks, iron-barred windows, a plaza, a market place, dirty shops and indolent people. It is a crowded place, without hotels or eating houses. Commerce is represented by the shops before mentioned, and most of the trades people are Chinese, Japanese, and Filipinos. The brilliantly-lighted and well-stocked stores of Manila are too near by and easy of access to encourage Cavite merchants to compete with them.

The Navy Yard and town are on a narrow strip of land extending out from the south shore of Manila bay, known as the Delahican peninsula. The Yard is on the extreme point and the town immediately behind it. Between the town and the mainland the land is very narrow, not more than 100 feet in width. On the mainland is the large suburb known as San Roque, and to the west of the reservation the Naval Hospital, known as the Cañacao Hospital. Beyond the hospital is Sangley Point where there is a coal pile and bunkers. The basin between Sangley Point and the Yard furnishes safe anchorage for the smaller naval craft and the colliers.

The earliest Spanish Naval base, established some seventy years ago, was some six miles further down (south) the bay at Cavite Viejo, or Old Cavite. It was there that General Alava, one of the heroes of Trafalgar, anchored his squadron, in about 1845, and established an arsenal in what is now a convent at Cavite Viejo. Today there is not enough water there to float the smallest gunboats, although General Alava had three-deck frigates that drew 30 feet. The fine shelter afforded half a century ago by the anchorage at Bacoar and Cavite Viejo is no longer available. Captain Itarralde, who was one of Admiral Montejo's captains in the battle of Manila bay, and who has ever since been a peaceful



THE BUNGALOW CAVITE

resident of Cavite, attributes the filling up of the lower bay to the building of fish-traps there, and to the closing of a canal that formerly connected the inner basin and the outer bay. That canal was filled up many years ago by the orders of a Spanish Governor-General who was a cavalryman, and who became impatient because the bridge over the canal was often out of repair and his horsemen were delayed in crossing.

The administration building and the Captain of the Port's office (now the Bungalow) are probably the oldest buildings of Spanish design in the yard. There is, too, a memorial chapel that was raised over the remains of a number of Spanish officers and men who were killed in the rebellion of 1872. The building is now used as the Board Room of the Yard. The present arsenal was built in 1880.

There is a sort of rampart along the water front of the Yard upon which a few obsolete guns were mounted in '98, but the only shore guns that took part in the famous battle were two 15 c. cs. that were mounted on Sangley Point. These guns may be seen in the Yard now. The most notable point in the land defence is the massive wall—a sort of block house—that stretches across the neck of land between Cavite and San Roque, on the Cavite side. It is 25 feet in height and of solid masonry.

The town of Cavite proper is one of the oldest Spanish settlements in the Islands. There are three old and interesting churches, the oldest dating back to the 16th century. It is only a ruin now, however, because it was destroyed in the insurrection of 1898. Despite the christianizing influences brought to bear upon them, the people of Cavite Province have been notoriously bad for many years, and parts of the province so overrun with bands of ladrones, or robbers, that civil government was not granted them until about two years ago. Today everything is tranquil. The seat of the government is Cavite.

Cavite is about eight miles from Manila, almost due south. The Navy Yard maintains a ferry service for navy people. Theodoro R. Yangco operates a steam ferry service between the town and Manila which will be found to be very convenient.

The Manila Railroad Company has a branch line to Cavite which passes through some very pretty country. The distance is 25 miles. In another section of the book time-tables will be found.

A railway trip on the ANTIPOLLO extension to Taytay, once the seat of a powerful Filipino Rajah, now a little country town of no importance whatever, and from there to the Mecca of the Philippines by conveyance. The shrine of the miraculous image of Antipollo, attracts during the months of May and June, thousands and thousands of devoted pilgrims.

This image, credited with supernatural powers was brought in early Spanish days from Acapulco, Mexico, and a legendary history is connected with its early appearance and its numerous miraculous deeds.

Although the external appearance is not imposing, it represents a fortune of precious stones and gold, and it is the most prominent of its kind in the entire Christian Orient. The visit to Antipollo offers also some wonderful scenic views, and can be made in about half a day at a cost of 5 or 6 pesos.

Branching off at Rosario, Junction a side trip may be made to **MONTALBAN**. The road leads through the Mariquina Valley, which presents charming sceneries. Near Montalban the lately completed reservoir for Manila's Water Supply is situated.

A trip to LOS BAÑOS, the famous bathing ressort within easy reach of Manila, will well repay the visitor. Up the Pasig river the launch passes Santa Ana, San Pedro Macati, Guadalupe with its old ruins, Fort McKinley and Pasig. Across the lake Laguna to Calamba and Los Baños, from where the launch continues its way to Bay, Santa Cruz and Pagsanjan.

Los Baños a place where fair accomodation can be found, possesses its attraction in its hot and cold mineral springs. In regard to the scenic point, situated on the foot of a high mountain range, governing the southern shore of the lake, it will stand comparison with the most beautiful points in these islands. In close vicinity a small volcanic lake, some caves, waterfalls and other interesting points will be found.

Round trip fare to Los Baños is 2 pesos.

Either from Los Baños or from Calamba an overland trip by carriage, will furnish a most curious sight of the crater of TAAL VOLCANO. The volcano raises from the middle of Lake Taal to an elevation of more than thousand feet.

Would Taal stand on classic soil as Mount Vesuvius, or on the mystic grounds of Thule as Hekla, its fame would have conquered the world.

Some volcanic activity is always evident, yet Taal's lively days have past and for over thirty years no destructive eruption has terrorized the surrounding country. The ascent to the summit is easy, and one who never acquired the intimate acquaintance of such an unhospitable, growling, steaming and bubbling old gentleman, should not miss the rare opportunity. Four hours ride by boat to Calamba and 15 miles by carriage will bring one to Lake Taal. Travel expenses about 20 pesos for a two days journey.

PAGSANJAN cataracts and gorge are not simply strange sounding names. It means more than an every day sight, it means overwhelming impression, it means enchantment and enrapturing beauty, not the calm and sunny beauty of the Rhine, nor the wild exciting charm of the Colorado, or the dusky majesty of the northerly fjord, it means a blending of all of these extremes to a harmonic unity.

The launch brings the visitor to the town of Pagsanjan, there a banca (native canoe) is hired, up the river through the rushing waters passing the rapids and the gorge, to the falls,

Travel expenses are about 8 or 10 pesos. To accomplish the round trip two days are needed.

SIBUL SPRINGS. A two and a half hours journey on the Cabatuan branch of the Dagupan railway brings one to San Miguel

de Mayumo, where a native conveyance is boarded. An 8 miles ride over the newly completed fine road, will land one at Sibul Springs, an idyllic little back-wood town with sulphur springs, fairly good accomodations, and an abundance of hunting oportunities for wild boars and deer.

Cost of roundtrip including carriage fare about 10 pesos, Return should be made next day.

BAGUIO, the famous mountain capitol—the Simla of the Philippines—can now be reached by train and automobile in one day. It is situated at a distance of one hundred and seventy miles from Manila nestling among the pine-clad mountains of Benguet and at an altitude of about five thousand feet. Here one may enjoy the benefits of a complete change in temperature and climate, and revel amid some of the grandest scenery imaginable. At nighttime the mountain air is cool enough to make the cheerful log fires of the hotel and home comfortable and sought for. The climate is semitropical, and many varieties of trees and shrubs met with in the temperate zone are abundant. Its great advantage as a health resort was early recognized by the civil authorities, and a sanitarium has been established by the Insular Government. A similar institution is also being constructed by the United States Army. Good hunting abounds in the mountains, and improvements are being continually made in the way of providing facilities for athletic and outdoor sports. Baguio already has two good hotels. It is the home of the Igorote, the aboriginal of the islands. The round trip fare is about P.42.

MAYON AND SOUTHERN ISLANDS. A two days journey through a wonderful inland sea along the shores of Mindoro and the Visayas group, and the thrilling San Bernardino strait to Albay will give a view of Mount Mayon, the most famous active volcano in the Archipelago, said to be the most perfect volcanic cone in the world. Its height is 8000 feet.

For this extremely inspiring round trip a weeks time and an expense of 100 pesos should be allowed.

If a tourist is able to devote more than a couple of weeks to the exploration of the Archipelago, he should not fail to visit the southern islands.

This would mean in the truest sense an enchanting pleasure trip, full of delight and a constantly changing kaleidoscopic panorama.

It would take more than the entire space of this book, to furnish a fairly accurate description of all the points of interest, and as that would overstep the intention of this guide, we are limited to note points of greater importace,

Cebu, Iloilo are important cities in the Visayas, while Zamboanga, Jolo, Surigao and Dapitan are noteworthy points in the Moro country.

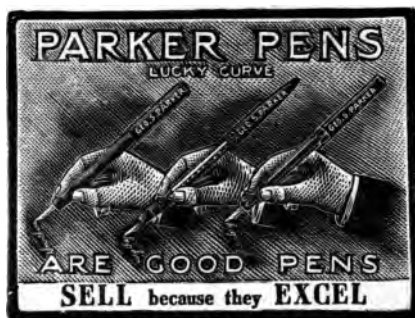
In regard to geographical, geological and ethnological studies, the bureau of science of the Philippine government has published a number of works to which we wish to refer.



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CONTENTS



	Page
Introduction	5
Manila, "The Pearl of the Orient"	7
Manila Bay	7
Cavite	8
The harbor	8
The East and West	9
A glimpse into the past.....	9
Legaspi and Urdaneta	10
Foreign invaders	10
The city	11
Bridges	12
The Bridge of Spain	12
Santa Cruz Bridge	12
San Juan Bridge	13
How to get about Manila.....	14
Intramuros	15
Fort Santiago	16
City gates	16
Churches	17
The Ayuntamiento	19
Extramuros—	
The Luneta	20
The Botanical Gardens	22
Manila markets	22
The manufacture of cigars	24
River life	25
Cockpits	26
Among the cemeteries	27
Monuments of Manila	29
Native business life	31
Churches without the walls	32

Manila, "The Pearl of the Orient"—Continued.

Side trips	35
Santa Ana	35
San Juan	35
Malabon	35
Pasay	36
La Loma	36
Fort William McKinley	37
Cavite	38
Laguna de Bay	38
Montalban	39
Baguio	40
The southern islands	42
Conclusion	43
General information:	
List of books on the Philippines.....	45
Climate and health	45
Mean temperature, years 1880-1906.....	46
Customs and baggage regulations.....	47
Table of money values.....	49
Railway communication	50
Steamship information	50
Police and fire protection	53
Schools	53
Directory of principal places:	
Leading hotels	55
Banks	55
Steamship offices	56
Cable offices	56
Post and telegraph offices.....	56
Clubs	56
Athletic clubs	56
Boards of trade	57
Consular representatives	57
Theaters	58
Museums	59
Library	59

INTRODUCTION



COLUMBUS, saluted across the centuries by Carlyle in a famous passage as "Brave sea captain, Norse sea king, Columbus my hero, royalist sea king of all," while he failed in his enterprise to discover a new route to the East Indies, did something even greater in his discovery of America. Nor can it be said that he really failed in his endeavor to find the Philippines, or such other islands of the Indies as his imagination pictured would burst in splendor upon his vision after long and weary days across a heaving, endless, sun-scorched sea. From the land which his heroic faith gave to a civilized world, strong sons have arisen whose sail track the ocean toward those shores to which his spirit yearned, and across the deep the two are now as one. Thus, while to Magellan must be given the credit for the first discovery of the Philippines, in a peculiar manner it may be said that to Columbus is due their rediscovery. And, by a strange ruling of Fate, the land to which he gave birth has now fallen heir, by the fortunes of war, to the oriental jewel in the crown of that country which served as foster mother to his proud conquests by discovery.

Hernandez Magellan, who is known as the discoverer of the Philippines, was spurred by the failure of Columbus to find the long-sought-for western route to the East Indies, and realized what Columbus aspired to. Passing through the straits north of Cape Horn which now bear his name, and emerging into the broad Pacific, he sailed northwest until finally the fronded palms and sandy shores of the

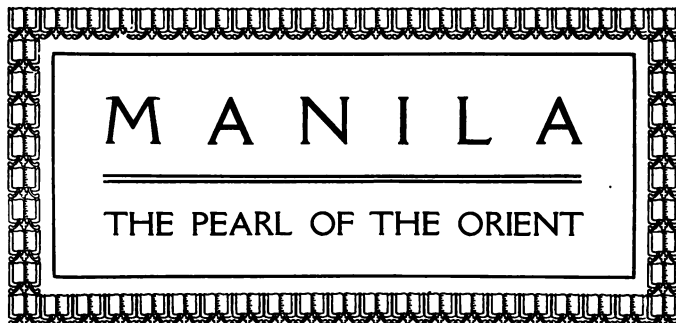
Antilles of the East broke upon his vision and rewarded his dauntless faith and strong courage.

All honor to him who found this beautiful spot; more the honor to them who held it; praise to those who now appear as the assigns of the sires who introduced civilization and religion as attendant factors in the consummation of their desire to raise a child people to man's estate.

But these factors are but the subject of a fitting thought in this material world of to-day. "Unsight, unseen," is a mythical condition of aforetime. The traveler of to-day is a sight seeker. Man has made much of interesting history in providing him with Philippine attractions. Odd to look upon, many of the attractive features of to-day take an added interest when the tales they hold are known beforehand.

The Orient is visited every year by thousands of tourists, but few of them avail themselves of the opportunity of seeing the countless beauties of these sun-kissed isles or the wondrous treasures, the picturesque spots, and the historical monuments with which Manila, the capital of the farthest eastern possession of the United States, is so liberally endowed. The reason is that so few people know anything about the country. Many of them are in the position of Dooley's friend Hennessy—"they hardly know whether the Philippines are islands or canned goods."

With the idea of attracting visitors from all over the world to our shores, that they may, while enjoying the beauties of our scenery, beholding our monuments and quaint old relics, coming in contact with oriental life in a veritable Dreamland, also come to realize the wonderful richness of the country, its vast undeveloped resources, and the opportunities for profitable investment, the Manila Merchants' Association submits this volume to the public as being in a measure descriptive of Manila, "The Pearl of the Orient."



MANILA is the most interesting city in the Orient. Within its moss-covered walls, hoary with the scars of centuries, are contained a priceless collection of objects of high historic value, beautiful shrines, and age-defying temples—things which the tourist in his search for the strangely new, strangely old, will discover in no other part of the world.

Manila Bay.

Entering Manila Bay, the ship plows steadily past the Island of Corregidor, standing like a grim sentinel guarding the narrow entrance, and after steaming thirty miles through the blue waters of the bay anchors behind the newly built breakwater in front of the Luneta. The harbor has been extensively improved since American occupation. An inner basin has been constructed in which the largest ships of the world can anchor with safety, and a number of wharves are being built at which these vessels can come alongside and receive and discharge cargo. When the port works are completed Manila will have the finest and safest harbor in the Far East, and will be, because of her geographical position—

Manila Bay.

at the very doorway of Asia, midway between the rich, newly opening territories of north China and the thickly populated possessions of England in India—the most important seaport in the Orient.

Cavite.

The trip up the bay introduces some interesting sights. The Bataan Mountains loom up on the left, forming a gigantic barrier between the bay and sea, and to the right, low lying, is the naval town of Cavite. It was in and about these waters that on May 1, 1898, Admiral Dewey and his fleet introduced the United States on the oriental stage, where for years to come it will play a leading part in the great drama of the Far East. "You may fire when ready, Gridley," was the order which for all time shattered the hopes of Spain for oriental power, and with the sinking of her war ships a rule of more than three hundred years passed away.

The Harbor.

Continuing up the bay Manila is brought into closer view, and the domes and towers of the tree-embowered city contrast their subdued colors with the vivid green of a luxuriant tropical foliage. The first view is charming, and as the picture unfolds to the eye, disclosing vistas of tree-shaded drives, walls and buildings medieval in architecture, a harbor crowded with shipping, and the swarms of harbor and river craft with their motley, picturesque crews, "The Pearl of the Orient" seems to be a name justly applied to the capital of America's new possessions.



THE AYUNTAMIENTO, WALLED CITY
GENTRY AND CELL IN OLD WALL





PASIG RIVER BELOW BRIDGE OF SPAIN
EAST END OF ESCOLTA, SHOWING SANTA CRUZ CHURCH



The East and West.

Manila is a city of contrasts. It is of the East, yet the young and vigorous West seems to have discovered in it a country in which great changes are to be wrought. The American found conditions of "Long years ago in old Madrid," and the quietness and dreaminess of the old town made him uneasy. To-day the bustle of New York and Chicago are to be found contrasting strangely with the slow, sleepy existence of an Old World. Electric cars rush through streets that for centuries had been traversed by no swifter traffic than the slow, ambling carabao or the jogging native pony. It is the old and the new, hand in hand.

The descendants of the first conquerors and discoverers have been superseded by another race, their children, in a way, inasmuch as through an adopted child, Columbus, the land from which the new race came was discovered. And this mixture of the West with the East lends to the place a charm indefinable.

A Glimpse Into the Past.

As one permits his thoughts to wander back through the dim four centuries past, what stirring scenes pass in review before him! First came the daring Magellan, when in the month of March, 1521, he and his bearded men made land near the coast of Surigao. Kneeling on the sand they gave thanks to God, and a warrior friar conducted the first mass before the awe-stricken natives. Then followed the stirring adventures of the little band on the Island of Mactan, near Cebu, and the death of their redoubtable leader in a trifling tribal war. Fifty years later the youthful Salcedo and De Goiti with their

A Glimpse Into the Past.

fifteen paraos worked their way slowly up the bay to the present site of Manila. Then came a treacherous attack by Rajah Soliman, the grim results being marked by a beach strewn with dead and a village in ashes.

Legaspi and Urdaneta.

Then came the laying out of the city, much as it is to-day, the erection of a wooden fort at Santiago, and the ferocious attack by the old Chinese pirate, Li-ma-hong, with his sixty ships and 4,000 warriors. Hard and grim was war in those days, when fighting was done at close range and mercy unknown. It was bullet, arrow, sword, and deadly stinkpot, and the little garrison was saved only when the Chinese horde fled just at the moment when its victory was assured.

Foreign Invaders.

For years and years the continuous raids of the terrible Moro pirates were a constant menace, and the frequent uprisings and massacres among the natives and Chinese gave cause for constant alarm. The square-built war ships of the Dutch were constantly on the watch for the outgoing and incoming treasure galleons of Spain, and the sea was fraught with danger awaiting the merchant marine. Through all these exciting times the work of building a lasting city with walls that would insure its safety went untiringly on. Then there came a day in September, 1762, when, just before sundown, thirteen ships, flying the flag of England, dropped anchor in Cavite Harbor. What consternation must have followed when it was learned that war had been declared between Great Britain and Spain and that immediate surrender

Foreign Invaders.

of the city was demanded! The "No surrender" reply of the small garrison of 600 men and the terrible siege that followed by the 6,000 British made bloody days about old Manila. The walls were breached and a last desperate stand made at Fort Santiago. This was of no avail; the Spaniards were compelled to surrender and the city was given over to sack. For a year and a half Manila was held by the British; then came peace with the payment of an indemnity, and the banner of Castile again floated over the ramparts of the city.

Since then there have been times during the last century when the Filipinos themselves have arisen against their masters, and, in a feeble way, sought to break the chains binding them to Spain. But none of these revolutions proved successful. A succession of these petty revolts happened from time to time until 1898, when the fortunes of war relieved Spain of her Far Eastern possessions and placed the destinies of the Philippines in the hands of the United States.

The City.

Manila is divided by the Pasig River into the north and the south sides; on the south bank are the old Walled City and the districts of Ermita, Malate, and Paco, while on the north side are the Escolta, the principal business section, and the districts of Binondo, San Nicolas, Tondo, Santa Cruz, Quiapo, and Sampaloc. The Escolta is the main business artery of Manila, and on it are located the chief business houses of the city. The junction of the Escolta and the Bridge of Spain is the principal business center, and at this point cars may be taken for nearly any part of the city or suburbs.

Bridges.

Traffic finds means of crossing the Pasig River by four different bridges. The handsome and massive Bridge of Spain, which leads from the Escolta on the north side to the Paseo de Magallanes on the south side, is the one which receives the bulk of the city's great traffic, and thousands of people of all creeds and nationalities daily crowd its broad roadway going to and from their homes.

THE BRIDGE OF SPAIN.—Aside from its practical uses, the Bridge of Spain is one of the three oldest structures within the confines of the city, and stands to-day a strong and picturesque monument to the ability and engineering skill of the early Spanish engineers. Its massive arches of stone supporting a paved roadway have withstood the floods and typhoons of nearly three centuries, and their pleasing lines and soft coloring blend delightfully with the verdure-garbed walls of the old city. Earthquakes have conspired against it, but only one, that of 1863, with success. Then the two middle spans gave way, and for twelve years the inhabitants of Manila crossed on a pontoon structure laid athwart the river from the Magallanes Monument to Calle Rosario. The original bridge itself was reared on pontoons, but in 1630 Governor Niño de Tabora replaced it with the present erection, and so well did he build that the years of constant traffic have failed to impair its strength or usefulness. Since American occupation the roadway has twice been widened to accommodate the increased traffic.

SANTA CRUZ BRIDGE.—The new Santa Cruz Bridge grew out of the demands for another central place for crossing the Pasig, and its construction has greatly relieved the congestion of traffic which a few years since

Bridges.

was a source of annoyance and frequent danger in the crowded Escolta. It is the work of American engineers, and was completed in 1902.

Above the Santa Cruz Bridge the river is crossed first by a suspension bridge, the property of individuals who derive a revenue from it by charging a small toll for crossings; and still farther up by the Ayala Bridge, a new viaduct, which was recently completed to replace the old crooked, complicated structure of early days.

The numerous esteros throughout the city are crossed at various points by more than fifty small bridges, most of these having been built under the Spanish régime. They are usually of solid stone and of a substantial nature.

SAN JUAN BRIDGE.—Of more than passing interest to the traveler or resident is the bridge of San Juan at the end of the Santa Mesa car line. It was near this place—very new, historically, it is true—that the first shot of the Philippine insurrection was fired on the night of February 4, 1898. The opening of the conflict between the insurgent and American forces, a conflict which was to extend for many months, has been widely described. It was across the old stone bridge of San Juan that the bullets first sped on their deadly mission. For some time previous to the opening of the San Juan fight, relations between the two forces were anything but satisfactory. The sentries of both armies occupied positions at opposite ends of the bridge, and on the evening mentioned an intoxicated officer of the insurgent forces drew the fire of the American sentry. This was at once returned, and the Philippine insurrection was on.

How to Get About Manila.

There are four methods which may be employed in getting about the city. Conveyances may be hired from the many livery stables at a price of from one peso and a half to four pesos per hour. The lower price secures a two-wheeled calesa, rubber tired, with one horse; for the higher price one may have a rubber-tired victoria or some other four-wheeled rig. This of course includes a driver, and such employees as are furnished by the stables are, as a rule, fairly intelligent and speak English to some extent. Automobiles are also rented out by some of the livery stables at prices averaging about six pesos per hour.

A second way will be found in employing a public rig, either carromata or victoria. Such conveyances are numerous. For the former the rate of charge is forty centavos for the first hour and thirty centavos for each succeeding hour. For the public victoria the rate is eighty centavos for the first hour and fifty centavos for each succeeding hour. These rates are established by municipal ordinance.

The third way is by electric street railway, which is in operation throughout the different parts of the city and its environments. The service is good, and a tariff of twelve centavos is charged for a first-class fare, while ten centavos is charged for a second-class fare.

The fourth way is that of walking. This, however, is a method not popular in the Philippine Islands, except in the early morning or in the evening, and other means of transportation are to be advised. There are parts of the city—Intramuros, for instance—where the distances between interesting points are short and walking will be found entertaining and profitable.

Intramuros.

With the walls of Intramuros is associated the entire history of the Philippine Islands, and legend and story are wrought with the very stones. Shot and shell have shrieked over these bastions, and deeds of lust and blood have been enacted behind these gateways.

The initial work on the walls was done in the year 1591, but not until 1872 was the task of construction completed. Thousands upon thousands of human lives were sacrificed in the labor of rearing them, and millions of treasure were expended ere they were brought to their present condition of strength and beauty. The first work was done on the walls of old Fort Santiago, and forms a part of the present-day structure. The materials used in construction were volcanic tufa, earth, stone, and tiles, and the thickness varies from a yard to forty feet. Twice before American occupation were the old walls assaulted; first, a powerful force of Chinese traders made a stubborn attack in 1603 and met with repulse and disaster. Again in 1762 the English led an attack on the city which was successful; this led to a brief occupation of the city by their forces.

The walls until 1905 were surrounded by a moat of considerable depth, but on account of its insanitary condition this was then filled in by the Government. The task was accomplished by utilizing the silt and earth removed in dredging for the new harbor improvements. Built in these walls are numerous rooms and chambers which in days past were used as cells for prisoners when needed. In the early days of American occupation, in some of these cells were found collections of instruments of torture, and human bones buried away left suggestions

Intramuros.

of mystery and death which will ever remain a part of the unwritten history of the Philippines.

FORT SANTIAGO.—At the northwest corner of Intramuros stands Fort Santiago. This, indeed, is the most interesting structure to be found in the Archipelago. In 1571 the present site was occupied by a rude, primitive palisade of logs, built as an early protection against the ever-warlike Moros and the uncivilized savages. These were exciting days indeed, and out of the pressing needs of the times grew the present battered and scarred walls of Santiago. It was in 1590 that Santiago de Vera, then governor of the Islands, caused the first stones of the walls to be laid, and under his successor, Governor Dasmariñas, the fort was completed. The inner quadrangle was the court of the military government of Spain and the most secure spot in the Philippines.

The old and useless guns which for so many years had frowned upon friend and foe alike have now been dismantled and found their way into the junk pile and melting pot of the iron manufacturer. The threatening appearance of the old pile has disappeared, and in the present time of peace the inclosure and buildings are utilized as military offices for the headquarters of the Philippines Division of the United States Army.

CITY GATES.—The walls of Intramuros were originally pierced for seven gates. Since American occupation this number has been increased by four new openings. In connection with the old gates, attention is invited to the following:

The Parian entrance bears the date 1782, with the



THE ESCOLTA, MANILA'S MAIN THOROUGHFARE
BRIDGE OF SPAIN





PORT 100, MANILA, P.I.

FORT SANTIAGO IN SPANISH DAYS
FORT SANTIAGO AND ANDA MONUMENT TO-DAY



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Intramuros.

inscription "Puerta del Parian;" the Santa Lucia Gate carries over its portals the date 1781 and an elaborate inscription, while the Real Gate, completed one year previous, bears an inscription commemorating King Charles of Spain and José de Basco, governor and captain-general of the Philippine Islands.

At the time of construction these gates were for practical uses, and were closed every night to guard against possible attack. The ancient gear and machinery for lowering and raising the massive portals have long been in disuse, but are still to be seen lying about the different entrances.

CHURCHES.—Manila is a city of churches. Rich in history and architecture, the large majority of these will be found within the walls of the old city. The distance separating them is limited, and all are within easy walking distance of any of the gates. Much time may profitably be spent in examining their beauties and treasures, and to the student especially they present a most fascinating and interesting field of research.

The oldest church to be found in the city stands at the corner of Calles Palacio and Real. Here the Order of San Agustin dedicated its first building in Spain's new possessions on the 24th of June, 1571. Some two years later this building was completely destroyed by fire, and the present building arose from the ruins. This huge work was undertaken in 1599, and the structure was reared under the direction of Juan Marcias and the famous lay brother, Antonio Herrera, a son of the Spanish architect of the Escorial. The strength of its

Intramuros.

massive walls is attested by the fact that they have withstood all great earthquake shocks which have proved the ruin of so many fine buildings in times past. Within this church lie the remains of the celebrated discoverers, Salcedo and Legaspi, whose daring genius and indomitable wills wrought much of Spain's early history in these Islands.

Next in point of antiquity among the churches is probably that of the Recoletos. This building, completed early in the seventeenth century, stands at the south end of Calle Cabildo. The striking feature of this church is found in the great corner tower, a work of wonderful symmetrical beauty and massive strength.

Of all the churches of the Philippines, the Cathedral is undoubtedly the most famous shrine. It stands between Calles Cabildo and Palacio and fronts on Plaza McKinley. The present building is about a quarter of a century old, being the successor of no less than four cathedrals, all of which were destroyed by fire. The architecture is Byzantine. It has nine entrances, three large chapels, and the choir and organ are situated in the middle of the nave. Seven years were taken in completing the present building.

While externally not so imposing as many of its companions, the Church of St. Ignatius, on Calle Arzobispo, presents much that is beautiful. An exterior strikingly modern in design and execution and destitute of architectural comeliness is more than atoned for by the interior work of decoration, which is indeed graceful and can not fail to charm the beholder. The scheme is wrought

Intramuros.

in carved molave and the design and finish of the work are of the highest artistic merit. Particular attention is called to the beautifully carved pulpit, all native handiwork. This cost more than five thousand pesos in the old Spanish days, when labor was cheap. An American priest is usually in attendance and ready to extend every courtesy to the visitor.

The Santo Domingo Church, a stately Gothic structure, is well worth visiting, even if one beholds nothing but its beautifully carved doors. The interior is a place where the visitor can not fail to be impressed with the religious atmosphere—that mystic something which seems to hover about the saintly edifice. Its sacristy contains many objects of beauty and interest, and the mellow tinge of time lends a halo to the whole pile.

The convents of Manila attached to the churches are treasure houses of century-old relics, for whose possession the antiquarian would almost sell his birthright. Old volumes of the middle ages and paintings almost obliterated by time decorate the walls of these monasteries, and in looking upon them one seems to be transported back into the misty past of which they are silent witnesses.

THE AYUNTAMIENTO.—Before leaving the Walled City one should not fail to visit the Ayuntamiento, which contains the offices of the Governor-General, the Philippine Commissioners, and the Philippine Assembly. This beautiful building faces on Plaza McKinley and is opposite the Cathedral. Formerly the Ayuntamiento was occupied by the Spanish governor-general and was the

Intramuros.

center of the old régime. The building extends over a block of ground, and within it will be found the great marble hall, wherein notables from all over the world have at times been entertained, and where the first Philippine Assembly now holds its sessions.

Leaving the Walled City by way of one of the western gates the sightseer arrives on the Malecon Drive, where, turning to the north, a short drive brings him to the Pasig River and the Anda Monument. Returning, he continues along the drive and the western walls of the city and in a few minutes arrives at the Luneta.

Extramuros.

THE LUNETA.—To the Luneta in the early evening all Manila goes. Here after the heat of the day, as evening draws on, gather all classes and conditions to enjoy the sea breezes and listen to the music discoursed by the Constabulary Band, one of the finest musical organizations in the world.

The oval drive, inclosing two band stands surrounded by a velvety lawn, is thronged at this hour with thousands of conveyances of all descriptions, and the park is plentifully sprinkled with people of all ages and garb. Here under the brilliant electric lights will be found assembled a purely cosmopolitan crowd. There seems to be no country or race in the world without representatives, and with the Oriental especially the peculiarities of their home customs in dress are usually observed.

Situated between the Walled City on the north and

Extramuros.

Ermita on the south, the Luneta extends along the bay shore between these two points and overlooks the entrance to Manila Harbor far away to the west. As the sun declines, bringing into strong relief the Island of Corregidor, the sleeping watchdog of the bay, and gorgeously coloring the Bataan Mountains between the city and the sea, the coming darkness brings into view the flashing lights of Cavite and the dimmer signals of the harbor shipping. The sight is one not soon to be forgotten; it is many sunsets wrapped into one, and the result is perfection, or as nearly so as may be found in any land. The beauty of the Italian sunsets has been sung in prose and verse; but not in Italy nor in any other land are the glorious tints, the cloud effects, more beautiful than in Manila at the evening hour.

Not alone will the Luneta be remembered as a "care-free" spot. Here it was a few short years since that with startling frequency the morning sun would greet a firing squad of soldiers carefully guarding its quota of prisoners. These would be lined up with their backs toward the beach and fronting a line of loaded rifles. The dropping of a handkerchief, the hoarse roar of firearms, and debts, political and otherwise, had been collected at the price of the offender's life. Here it was that the Filipino patriot, Rizal, was executed on the morning of December 30, 1896, and each year his compatriots gather on that day and place to do honor to his memory. It is a hallowed spot to the Filipino people, and it is soon to be marked by an imposing monument of their martyr.

Extramuros.

From the Luneta the return is made by way of the Bagumbayan Drive, and this brings one past the Government Printing Office, the Municipal Building, the Government Cold Storage and Ice Plant, and the Botanical Gardens.

THE BOTANICAL GARDENS.—One of the charming spots of Manila is the Botanical Gardens. Occupying a tract about ten acres in extent and fronting on the Bagumbayan Drive, the Gardens afford a delightful place for rest and recreation, and are highly enjoyed by all classes. The grounds on which the gardens are located were presented to the city by Sebastian Vidal for the establishment of a public park, and under his direction the place was first laid out and the work of beautifying the grounds entered upon.

Since American occupation extensive improvements have been made, and to-day the Botanical Gardens present a profusion of tropical flora, valuable plants and trees collected from all parts of the world, and beautiful walks and drives which well repay a quiet saunter through them. Monday evenings the gardens are generally crowded, as the Constabulary Band plays there instead of at the Luneta.

The zoo department has been in existence but a brief period, yet it offers to the visitor rather an extensive collection of native wild animals and birds, as well as a number of specimens from different countries. Additions are constantly being made to it, and the collection is rapidly assuming added zoölogical importance.

MANILA MARKETS.—The public market system of

Extramuros.

Manila embraces some eight modern market places, all of which are under control of the city. These buildings are constructed along the latest lines, and are an important and interesting part of the metropolis to visit.

To strangers the Divisoria Market, located on Plaza Mercado, Tondo, will undoubtedly prove of the most interest. It is well worth inspection. The market itself is one which for floor area is not surpassed by any market in the world, and at no other place in the Philippine Islands can the native life be seen in so many varied forms. Business in the market commences at a very early hour in the morning, and long before daylight the estero and streets leading to the big trade depot are crowded with a rushing, shouting mass, bringing their wares which are to be offered for sale during the day. Within the big market place everything that the Filipino may want or need can be purchased. From cheap jewelry to dried fish everything is offered in abundance, while elaborate displays of fresh food stuffs and fruits invite the appetite and tempt the pocket.

The native Filipino buys, as a rule, only sufficient food for his immediate wants, and marketing with him is a daily occurrence. To hear the noise attending the chaffering between seller and purchaser, one would think it a most serious affair. No buyer dreams for a moment of paying the amount asked for an article, and the sound of thousands of these purchasers driving their bargains resolves itself into a perfect babel of noise, which at times seems to argue for a settlement with fists rather than by words.

Extramuros.

The best time to make a tour of the markets is early in the forenoon. At that time business will be found in full sway. A knowledge of the products of the Islands in the way of food stuffs can thus be acquired, and the great variety of such products displayed will certainly be astonishing.

Other markets are located as follows: Anda Market, corner Calles Anda and Solana, Intramuros; Arranque Market, corner Calles Paz and Arranque, Santa Cruz; Herran Market, Calle Herran, Malate; Quinta Market, foot of Suspension Bridge, Quiapo; Santa Ana Market, Plazuela, Santa Ana; and Pandacan Market, Pandacan.

MANUFACTURE OF CIGARS.—The most absorbing item of manufacturing interest in Manila is offered by the preparing of tobacco in its various forms for everyday consumption. Thousands of men, women, and children find occupation from early life in the handling and preparing of the weed narcotic, and the sight of the interior of one of these hives of industry will amply repay anyone for the time spent in such a visit.

The almost human cigarette machine, the hundreds of employees, representing all ages of life, busy from early morn till late in the evening in the rush to satisfy the demand for the product of the Philippines in the way of smoking material, is a sight not soon to be forgotten. The manufacture of both cigars and cigarettes is a work of specialization, and the deftness shown by the workers in the different departments is, in many instances, nothing short of marvelous. The department into which one enters as a child is frequently that in which he finds



SAN SEBASTIAN, THE STEEL CHURCH.
EPISCOPAL CATHEDRAL



1811- CATHEDRAL EPISCOPAL



Extramuros.

himself at the end of his existence. Such incessant application develops an accuracy and facility that is not surpassed in any other branch of labor.

A great number of factories, fully equipped with the finest and most up-to-date machinery, are situated within a few blocks of the heart of the city. They are easily reached by electric line or carriage. Visitors can readily secure permission to enter and inspect the workings of practically all of these places and are met with kindly and cordial treatment by the heads of the different departments.

RIVER LIFE.—No small number of people in Manila go to make up the river population. Between fifteen and twenty thousand persons of different ages find their permanent homes on floating craft of different designs, known as *cascos*, *lorchas*, and *bancas*. While it goes without saying that the accommodations are not at all times elegant or commodious, it is quite safe to presume that contentment is as common among the people of the river and *esteros* as it is among their brethren of the shore. On board these craft persons are born, live, mature, marry, and die with no more fixed place of abode than is found on the bosom of the waters, and from all appearances they are quite satisfied with their lot.

The *cascos* on which they live are of a peculiar construction, and present the appearance of being hewn from some huge log or timber. This is accomplished by very nicely sizing up heavy planks and then bolting them together with strong staples and bolts. All framework is absolutely absent, and the craft, while of rather

Extramuros.

awkward appearance, is serviceable and well adapted to the use for which it is intended. The river man is in a class by himself, yet he clings to many of the habits, likes, and dislikes of his friends ashore. No floating home is complete without a plentiful number of children, and the casco is yet to be found which does not include at least one fighting cock among its inhabitants.

The numerous esteros, reaching as they do so many widely separated parts of the city, form important ways of transportation and are extensively used in carrying goods and heavy merchandise. It is in this occupation that the river people find a means of livelihood, and their heavy and slow craft, propelled by long bamboo poles in the hands of stalwart river men, form an interesting part of Manila's everyday life.

COCKPITS.—The fighting cock plays no small part in the joys and tribulations of the ordinary Filipino. He seems to be ever present, and too frequently, indeed, is responsible in a large way for the financial distress of many a native.

The cockpits form one of the most popular resorts for the Filipinos of the different classes on the days when *combates* are permitted, and at that time they are filled to overflowing with a perspiring, excited crowd, eagerly following the fortunes of the birds as they struggle for supremacy or meet death in the ring. The gamecocks are fought under different methods than prevail in other countries. They are armed with a miniature scimitar fastened to one of their spurs, and this is sharpened to the keenness of a razor. A fight usually ends with the

Extramuros.

death of at least one of the birds, and frequently both cocks are killed in the fray. Much time and care is spent in training and rearing these fighters, and the courage possessed by them is wonderful.

Gambling is the one great vice attendant at the cockpit, and without this feature it is quite likely that interest in the sport would lose its popularity. A number of these cockpits are to be found on the outskirts of Manila, the largest of which, Maypajo, is located near Caloocan.

AMONG THE CEMETERIES.—Owing to the flat, marshy character of the country surrounding Manila, the custom of placing the dead in graves dug in the earth has not been generally adopted as a means of final disposition of the city's dead. From these conditions arose the system of rearing thick walls of stone inclosing an area of greater or lesser extent, and in these walls niches were built in which the bodies were placed. It was this rather strange method of burial that occasioned the remark of a former governor-general, when he said it was a place where "we pigeonhole our dead for future reference."

As a specimen of this variety of cemetery, Paco offers most of interest and variety. The Paco burial place was built in 1800 by the city of Manila, under plans executed in Spain. The walls, which vary from seven to eight feet in thickness, are round in form and are of great beauty. Above the vaults is a terrace surmounted by a balustrade. The columns of the walls are Doric in design. The inclosure, about three acres in extent, is laid out in walks, which encircle the walls and divide the park into four parts. The chapel to be found within is of pretentious

Extramuros.

design and massive construction. Back of this will be found the vaults for children; these number 504; the total number of vaults will accommodate 1,782 bodies.

One of the peculiarities to be noticed by the visitor is the recent dates exhibited on the slabs of the different vaults. Although the cemetery is nearly one hundred years old, as a rule none of these inscriptions shows an age greater than five or ten years. This will readily be understood when one learns that a system of rental exists, and if the rent is not paid when due, eviction follows. Until a few years ago this practice was made very evident by the display of bones thrown about in an inclosure at the back of the cemetery, where they found a final resting place. This method, however, has been changed by the authorities, and now such remains are cared for in a way less repulsive to the visitor.

At La Loma will be found the largest burial place in Manila. Here on the low-lying hills the dead are laid away more in the manner of other countries. Under the shadow of the old church rest people of many nationalities. In the center of the higher lands will be found the Cementerio del Norte, a well-cared-for spot devoted to the Americans and foreigners. On the slopes toward the west the Chinese are allotted a section, and the rest serves as a general place for burial.

Those who are in the city on All Saints' Day, November 1, may witness a sight of interest and significance. On that day the number of people honoring the occasion reach into the many thousands, and form a line of procession extending for miles. The lighted candles,

Extramuros.

the music, and the holiday-dressed crowd present a picture impressive and lasting. Far into the night, after the vast crowd has disappeared, the candles flicker and burn over the graves of the La Loma dead.

The English cemetery is located at San Pedro Macati, and at Fort William McKinley America's soldier dead find a resting place among the flowers and sunshine of the Eastern Tropics.

MONUMENTS OF MANILA.—Scattered about Manila in the different plazas and gardens are to be found a number of monuments erected at different times to perpetuate the memory of those who by their deeds have made themselves of more than usual importance to the city and the Archipelago. Some of these possess unusual sculptural merit, and all are worthy of attention.

Probably the most artistic and well known is that of Legaspi and Urdaneta. This monument occupies a commanding position at the north end of the Luneta, and there, standing together on a marble pedestal, the intrepid warrior and dauntless priest keep their silent watch over the harbor of Manila. The figures are executed in bronze and are excellent specimens of the artist's skill. At the time of American occupation the figures had not yet been placed in position, and the work of completion was undertaken and finished early in 1901.

In the lower entrance of the Ayuntamiento stands a marble figure of the explorer, Sebastian del Caño. This piece of statuary has many visitors to admire its beauty. Del Caño was the companion of Magellan at the time of his death, and on the fall of his chief took command of the expedition. Del Caño was the first man who ever

Extramuros.

tempting displays to the visitor or would-be buyer. On Calle San Fernando will be found a row of these places, each occupying its little stall in one great building, where many elaborate displays of piña, jusi, and sinamay will be found. These toy stores are always presided over by women and girls varying in age from six to sixty, and all have the oriental fondness for bargaining. Surprising assortments of beautifully woven fabrics will be produced for inspection, and tales of the amount of business done by some of these dealers would scarcely be credited. No rush or hurry is to be noticed among the merchants, and if sales are not made to-day, why, there are plenty more days to come. In this line of commerce the Chinamen are noticeable only by their absence, and the Filipino holds it as a sort of natural birthright.

Calle Rosario, which leads from the west end of the Escolta to the Binondo Church, is occupied almost exclusively by Chinese merchants and is one of the busiest streets of Manila. The shops viewed from the exterior appear, as a rule, to contain but small stocks of goods, but on examination it will be found that they are well supplied and carry on a vast amount of business. It is the principal retail section of the city for dry goods, hardware, and novelties, and its patronage is principally derived from the native and Chinese streets, and these are devoted mostly to Chinese restaurants and dwelling places. They present the typical Chinese appearance and supply all the attendant odors and cramped conditions met with in the ordinary city of China.

CHURCHES WITHOUT THE WALLS.—Outside of Intramuros are located a number of churches. Among these



SAN AGUSTÍN CHURCH BUILT 1599
THE ROMAN CATHOLIC CATHEDRAL





THE TWO REAL GATES

THE TWO REAL GATES, WALLED CITY
THE MALECON DRIVE



The Malecon

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Extramuros.

walls the following are to be mentioned as especially worthy of notice: The old and historic church of Tondo, the Santa Cruz Church at the end of the Escolta, the Malate Church on Calle Real, Malate, the new steel church at San Sebastian, and the Binondo Church. With the exception of the steel church, all of these buildings are of ancient design and workmanship, and show the effects caused by the ravages of time and storm.

The San Sebastian, or, as it is commonly known, "the steel church," is probably the most conspicuous building in Manila. Its towers, of which there are two, are the highest in the city and are to be seen from all parts of the town. It is built of steel plates made and fitted in Europe and was especially designed to resist earthquakes and fire.

The Binondo Church has been prominent especially in the religious labors among the Chinese, and crowded about its doorways are to be found, at all hours of the day, scores of native flower venders, who find a ready market for their wreaths and bouquets of different designs.

The Tondo Church has been connected with many of the most historic and vital events pertaining to the history of the church in the Philippines, and its old walls and scarred tower have witnessed many stirring times.

Santa Cruz Church occupies an important corner in the heart of the business center and marks the eastern end of the Escolta. Its huge dome and picturesque surroundings give it prominence among the landmarks of the city, and its old organ is one of the most interesting specimens of the kind to be found in the Islands.

Side Trips.

There are a number of short trips which may be made about Manila. These will consume but a few hours' time and will be of interest and a source of pleasure to the visitor. The street-car lines reach several of these places, and excursions may be made at a trifling expense.

SANTA ANA.—Cars for this district may be boarded on the Escolta. The run takes one through an interesting part of the city. Paco Cemetery is passed, and after leaving the borders of town the line runs through paddy fields and rural scenes until Santa Ana is reached. A number of charming residences will be seen on the banks of the Pasig River. In the district of Santa Ana is located a splendid old church. The return should be made by way of Calle Nozaleda and the Bagumbayan Drive, and this brings one past the Botanical Gardens, the Post-Office, and several public buildings.

SAN JUAN.—In reaching San Juan, the cars take the traveler past the Santa Cruz Church, the steel church, the Rotonda, and through Santa Mesa. To the left will be seen Santa Mesa Heights, which during the last two years has become a favorite residence spot for many of the American and foreign residents. San Juan Bridge is at the end of the car line and was the scene of the opening of the Philippine insurrection. The return should be made by way of San Miguel, transferring at the Rotonda. Proceeding along the beautiful residence street of Gral. Solano the cars pass the Malacañan Palace, the residence of the Governor-General.

MALABON.—In the excursion to Malabon one passes through the district of Tondo, which is the most strikingly characteristic native part of Manila.

Side Trips.

Caloocan is the first barrio outside of town, where may be found Maypajo, the largest cockpit in the Islands. Continuing for a distance of between two and three miles Malabon is reached, and here will be seen a number of interesting old buildings. The church came in for some of the hardships of the insurrection, and shell effects are to be seen on its old walls. In Malabon is located the only sugar refinery in the Islands. Across the river from Malabon are the old Navotas Church and marine railway. The time needed to make this trip and return will be about four hours.

PASAY.—The trip to Pasay takes one through Intramuros, past the Luneta, and through the districts of Ermita and Malate. Outward-bound cars pass by the Legaspi Monument; the old crescent fortification to the left of the line and from which the Luneta derives its name; Camp Wallace, where a number of new Government buildings are to be erected; the Episcopal Cathedral; the Observatory; the Presbyterian Church; old Fort San Antonio de Abad, where the land-transportation corral is now located; and, farther on, to the Pasay race track. The return is made by way of Calle Real, Ermita and Malate, and here will be seen some of the finest old Spanish homes in the city. On the way out it will be of great interest to inspect the Observatory, which may be done on Tuesdays and Saturdays from 8 to 11 a. m. This will be found at No. 86 Calle Padre Faura. It is splendidly equipped with the finest scientific instruments of the present day.

LA LOMA.—To reach La Loma the Cervantes car is

Side Trips.

boarded on the Escolta. The journey takes one past the Santa Cruz Church, the Grand Opera House, the Hospital of San Lazaro, which several centuries ago was opened as an asylum for lepers, and on to the church and cemetery of La Loma. Around this age-worn building and burial place was carried on a great deal of the fighting about Manila, and in 1899 the blockhouse, off to the left of the church, was the scene of an exciting engagement. The American troops drove the insurrectos back from their fort and over the outlying ridges.

On the return the cars pass within one block of Bilibid Prison, the Insular penitentiary, which shelters as large a number of prisoners as nearly any prison in the world. This building is on Calle Calzada de Bilibid to the left of Calle Cervantes.

FORT WILLIAM MCKINLEY.—This fort, said to be the largest post of the United States Army, is located on the banks of the Pasig River seven miles distant from Manila. It may be reached by the street-car line, by the Antipolo branch of the Manila and Dagupan Railroad, by carriage, or by way of the Pasig River steamers. The site of the fort is one of the most commanding near the city and gives an extended and beautiful view of the harbor, Laguna de Bay, and the surrounding country. Extensive improvements have been made by the Government, and from the old waste land of a few years ago has arisen one of the model and one of the most healthful army posts to be found anywhere. Its nearness to the city and excellent facilities for transportation both by water and rail render its site all that could be desired.

Side Trips.

CAVITE.—Across the bay, ten miles from the capital, lies the old naval town of Cavite. It is a picturesque city of small size. It has played its part in the history of the East, and now, with the exception of the busy scenes to be found about the navy-yard, seems to have dropped back again into the fifteenth century. Its church and walls are moss-grown and crumbling, and the clang of modern machinery and din of its naval shops vie with medieval streets and structures in awakening the interest of the traveler. In the bay fronting Cavite stretch the waters over which thundered the guns of Admiral Dewey on May 1, 1898, when ships were sunk and power destroyed.

The strong old fortifications guarding the town now shelter the naval yards. The sunken Spanish vessels of war which two years ago showed their torn upper works above the blue waters have been destroyed or removed from the paths of peaceful navigation.

A trip to Cavite will well repay the visitor. It can be made by way of the regular or naval ferry, which make frequent trips during the day. A day can be interestingly spent, or, if one is hurried, a half day will be sufficient for making the round trip and give two hours to view the place.

LAGUNA DE BAY.—The picturesque trip to Lake Laguna and its attendant spots is one to be remembered. Launches leave Manila each morning, and several days may be put in to advantage at the many points of interest to be found about the lake shores and short distances inland. From Manila the launch finds its way up the

Side Trips.

beautiful Pasig, passing Pandacan, Santa Ana, San Pedro Macati, the ruins of Guadalupe, Fort McKinley, and Pasig. The springs at Los Baños should be visited. Excellent accommodations will be found at this place. At Pagsanjan, the head of lake navigation, the beautiful gorge of the same name is a feature which should not be missed. The trip through its rushing waters by small banca will supply excitement enough to repay any hardships encountered. Calamba, the birthplace of Rizal, a town of some eleven thousand inhabitants, is situated four miles across the lake from Los Baños, and from this point native carriages may be secured to make the journey inland, through a beautiful country and along roads lined with orange groves, to the Taal Volcano, an island in Lake Taal. The crater rises to an elevation of over a thousand feet above the waters of the lake and is about a mile in diameter. Aside from a matter of sentiment or history, a trip to Taal is more satisfying to the tourist than a trip to Vesuvius.

The ascent of the crater is well worth making, and the view from the summit is grand. More or less volcanic activity is always evident, but it is now more than thirty years since Taal's last destructive eruption. At that time it overflowed its bounds and great loss of life and property followed.

The distance from Calamba to Lake Taal is fifteen miles, and two days should be allowed for the journey and ascent. On return to Calamba the launch is again boarded and the homeward trip entered upon.

MONTALBAN.—The Antipolo extension of the Manila

Side Trips.

Railway Company offers a short trip of some twenty miles which will give one a very good idea of the agricultural country immediately surrounding Manila. It presents some charming bits of scenery. This line reaches the little town of Montalban, near which spot the great General Lawton was killed, and a three-mile drive from there brings the traveler to the new reservoir from which the city will receive its water supply. The road follows the banks of the beautiful Mariquina River and presents some picturesque vistas of gorge and mountain scenery.

At the historic place of Antipolo is the church in which the famous image of the Virgin of Antipolo is kept, and the yearly festival held in honor of the Virgin attracts visitors from all parts of the Islands.

The railway passes through the Mariquina Valley, and along its line much of the fighting of the insurrection was done. Several trains leave daily, and one day may be very pleasantly devoted to making the round trip.

BAGUIO.—Situated at a distance of one hundred and seventy miles from Manila, nestling among the pine-clad mountains of Benguet and at an altitude of about five thousand feet, lies Baguio, the summer capital of the Philippine Islands. What Simla is to India, Baguio is to the Philippines. Here within a few miles of the city one may enjoy the benefits of a complete change in temperature and climate, and revel amid some of the grandest scenery imaginable. At nighttime the mountain air is cool enough to make the cheerful log fires of the hotel and home comfortable and sought for. The climate is



PARIAN GATE FROM BRIDGE OF SPAIN
THE INSULAR COLD STORAGE AND ICE PLANT



328 Insular Ice Plant



BUREAU OF PRINTING
THE POSTIGO GATE



Side Trips.

semiotropical, and many varieties of trees and shrubs met with in the temperate zone are abundant. Its great advantage as a health resort was early recognized by the civil authorities, and a sanitarium has been established by the Insular Government. A similar institution is also being constructed by the United States Army. Good hunting abounds in the mountains, and improvements are being continually made in the way of providing facilities for athletic and outdoor sports. Baguio already has two good hotels. Some of the fine buildings recently erected are the residences of the Governor-General and Commissioner Forbes. Here also is located Camp John Hay, a post of the United States Army, and only a few miles distant, at Trinidad, is the Government agricultural experiment station for this district.

The trip to Baguio is made by railway as far as Camp No. 1 beyond Dagupan, and from thence the journey is continued over the famous mountain road of Benguet. This leads the traveler over one of the most picturesque roads to be met with anywhere; it makes its tortuous way through a wild, mountainous district, through gorges and chasms and by rushing torrents and streams, into the very heart of the great hills and mountains of northern Luzon. The tribe native to Benguet is the Igorot, the most prominent among the non-Christian tribes of the Islands. The trip in itself is more than worth the taking, and, if one has the time to spend several days in explorations and side trips, he will come away with a feeling of regret, and bring with him memories which will never be forgotten. Good accommodations will be met with,

Side Trips.

and no hardships are to be experienced in going to Baguio.

THE SOUTHERN ISLANDS.—Very fortunate indeed is the tourist who can devote several weeks to making a leisurely voyage through the southern islands of the Archipelago. It is in the truest sense an inland-sea trip, and the hundreds of islands both great and small form a constantly changing panorama of endless, moving scenery upon which one never tires of gazing. The greater part of the year smooth seas and delightful weather will be encountered, and to the "sensitive" sailor this item is not lightly to be passed by.

The trip can be made by several steamers sailing on regular schedules, by vessels of the Coast Guard service, and, at times, by chartered Army transports. The round trip may be by one vessel, but if time permits the voyage may be extended and made more complete by transferring to other steamers, which will break the scheduled route and permit the traveler to visit other places which otherwise would be missed. The most important cities of the southern islands are Cebu, Iloilo, and Zamboanga, but a number of stops are made at various smaller ports, all of which will provide something new to interest the visitor.

What will probably be of the greatest interest to the tourist will be found in the Moro country. From time unknown these followers of the Star and Crescent have ruled and controlled a number of islands of the Sulu Group. Mindanao has always been a stronghold of the Moros and until the advent of the American the rule of

Side Trips.

the datto in this great island was supreme among his followers.

One of the most inspiring sights to be seen on this trip through the southern islands is the great Mayon Volcano in Albay Province, southern Luzon. Mayon is pronounced by geologists one of the most perfect volcanic cones in the world.

CONCLUSION.—In the foregoing brief sketch of Manila but scant space has been available for more than the merest touching on, or mentioning of, a few of the many, many interesting, instructive, and delightful points and places to be met with in and about the capital and metropolis of the Philippine Islands. To the student, the traveler, the man of business, and to the idler to whom the world's capitals and cities are as an open book, and whose streets are plainly printed lines, Manila and the Philippines present a new volume whose pictures will be found enchanting, whose legends, history, and lore will be found delightful, and all printed upon pages of the greatest opportunity.

As has been said, Manila is a city of contrasts. The sixteenth century and the twentieth are to be found side by side. New methods are rapidly superseding the old, and the rapidity of the change but accentuates the contrasting conditions.



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GENERAL INFORMATION



Books on the Philippines.

1. The Philippine Islands. John Foreman.
2. The Philippine Islands. D. C. Worcester.
3. The Philippine Islands. Fred W. Atkinson.
4. The Gems of the East. A. H. Savage Landor.
5. Interesting Manila. Rev. G. A. Miller.
6. Ruins and Romance of Guadalupe. Rev. G. A. Miller.
7. Philippine Folk-Lore Stories. John M. Miller.
8. Stories of Long Ago in the Philippines. D. O. McGovney.
9. In Lotus Land (Poems). M. M. Norton.
10. A Kingdom of the Sea (Poems). M. M. Norton.
11. The Handbook of the Philippines. Hamilton M. Wright.

Climate and Health.

The climate of Manila is greatly misunderstood in America and other countries. The climate is tropical, but the torrid heat is much modified by the proximity of the sea and the presence of large mountains which practically surround it on all sides. The temperature rarely reaches 100 degrees Fahrenheit in the shade, and it sometimes falls as low as 60 degrees. The mean temperature of the year is about 80 degrees. The following table from the Manila Observatory and the United States Government reports shows the mean temperature of Manila and that of four leading cities of the United States for each month of the year:

Mean Monthly Temperature, 1880-1906.

COOL SEASON.

Month.	Manila.	San Francisco.	St. Louis.	Chicago.	New York.
	°F.	°F.	°F.	°F.	°F.
November -----	79	56	44	39	44
December -----	77.4	51	36	29	34
January -----	77.2	50	32	24	30
February -----	77.9	52	34	26	31

HOT OR DRY SEASON.

	°F.	°F.	°F.	°F.	°F.
March -----	80.4	54	44	34	38
April -----	83.1	55	57	46	48
May -----	83.8	57	66	57	60

THE RAINY SEASON.

	°F.	°F.	°F.	°F.	°F.
June -----	82.4	65	76	66	69
July -----	81	65	80	72	73
August -----	81	65	78	71	73
September -----	68	68	70	64	66
October -----	80.4	66	59	53	56

The heat we feel here is due to the excessive humidity of the atmosphere. The nights are, however, almost always cool, and one can sleep comfortably and thus regain the strength lost during the more or less enervating heat of the day. During the months from November

Mean Monthly Temperature, 1880-1906.

to April the climate is as fine as that of southern California.

Typhoons and earthquakes sometimes visit the Archipelago, but as a general rule they do little damage. Typhoons, although the name may conjure up all sorts of dreaded horrors, are not in any sense to be compared with the cyclones that often sweep over parts of the United States. If we might figure out a relative comparison between these two destructive agents, those who have experienced both would say that it takes about twelve typhoons to make one good cyclone.

As to the health conditions in Manila, we are proud to say that the city is in much better sanitary condition than many cities of its size in the United States. Due to the untiring work of Dr. Victor G. Heiser, Director of the Bureau of Health, and his excellent corps of assistants, Manila has become a model sanitary city. When the new sewerage system, costing over \$2,000,000, is installed, Manila will be one of the healthiest cities in the world.

Customs and Baggage Regulations.

The ports of entry in the Philippine Islands at which foreign vessels may enter are Manila, Island of Luzon; Iloilo, Island of Panay; Cebu, Island of Cebu; Zamboanga, Island of Mindanao; and Jolo, in the Sulu Archipelago.

Travelers arriving in the Philippine Islands are entitled to bring with them wearing apparel, toilet objects and articles for personal use, bed and table linen, books, portable tools and instruments, theatrical costumes.

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COUNTRY ROAD.

A COUNTRY ROAD
PACU CEMETERY





Customs and Baggage Regulations.

Passengers leaving the Philippine Islands are subject to no customs' inspection whatever. Personal baggage is transferred from the shore to the ship by the agents of the vessel on which passengers are leaving and no customs permits are needed or required for the loading of the baggage on board the vessel.

Table of Money Values.

An American dollar is equal to two Philippine pesos. The following are the values in United States gold coin of the leading foreign coins in use in the principal commercial countries in the Orient:

Country.	Unit.	Equivalent in United States currency.
Philippine Islands	Peso	\$0.50
Chinese Empire	Haikwan tael	.85
Japan	Yen	.498
India	Rupee	.324
Russia	Rouble	.515
Siam	Tical	.27
Mexico	Dollar	.554
Straits Settlements	Dollar	.568
Hongkong	Dollar	.55
Spain	Peseta	.193
France	Franc	.193
Germany	Mark	.238
Netherlands	Florin	.402

Railway Communication.

The Philippine Archipelago, until the last year or two, had but one railroad in the whole length and breadth of its islands. This was a line from Manila to Dagupan, on the Lingayen Gulf, about one hundred miles in length. Recently extensions have been made, and branch lines opened through rich agricultural districts. New lines are under construction both in Luzon and the southern islands, and when completed they will add much to the prosperity of the country.

The need of better transportation facilities for handling the large crops of hemp, copra, rice, sugar, and other products was early recognized by the present civil government and efforts were made by the Washington authorities to enlist the aid of capital in the United States in the construction of the new lines. Success was met with and four new roads—in all, over one thousand miles in length—are now being constructed. They promise to be big dividend payers within a few years.

Steamship Information.

Many of the large trans-Pacific liners make Manila a port of call. The Pacific Mail, the Toyo Kisen Kaisha, and the Boston Steamship Company all operate first-class steamers calling regularly at the Philippine metropolis. From San Francisco, Tacoma, and Seattle there are regular lines of large steamers calling at Hongkong, and connecting with the regular liners leaving that port for Manila every Tuesday, Friday, and Saturday, returning from Manila on the same days.

The Canadian Pacific Railway Company operates one of the finest lines from Vancouver to Hongkong, and it

Steamship Information.

is within the bounds of probability that before many years all of its vessels will find it necessary to make Manila a regular port of call.

All the steamers from the Pacific coast call at Kobe, Yokohama, Nagasaki, and Shanghai, and their Hongkong agents have definite arrangements with the steamers plying between Hongkong and Manila to provide the best accommodations possible for the trans-Pacific passengers to the Philippines.

The companies running steamers between Hongkong and Manila are the China Navigation Company, Limited (agents in Hongkong, Messrs. Butterfield & Swire), operating the *Taming* and *Tean* and the four Australian liners *Changsha*, *Chingtu*, *Tsinan*, and *Taiyuan*. The China-Manila Steam Navigation Company, Limited (Hongkong agents, Messrs. Shewan, Tomes & Co.), operating the *Rubi* and *Zafiro*, and the Indo-China Steam Navigation Company, Limited (Hongkong agents, Messrs. Jardine, Matheson & Co., Limited), operating the *Loongsang* and *Yuensang*.

The steamers of these companies are practically new and have been on the run only three or four years. There are no difficulties whatever in getting to or from Manila, and the tourist need only concern himself about what to do when in Manila, and where to go and what to see in the Islands.

The Government of the United States in the Philippine Islands, recognizing the necessity of catering to the tourist, has lately subsidized three of the leading steamship companies engaged in the interisland trade, and has insisted upon their maintaining a high standard



THE TOWN OF PAGSANJAN, LAGUNA DE BAY
UPPER FALLS, PAGSANJAN, LAGUNA DE BAY



UPPER FALLS,
PAGSANJAN.



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THE BUNGALOW, TWIN PEAKS
AMONG THE PINES, BENQUET



456- THE BUNGALOW, BENQUET

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DIRECTORY OF PRINCIPAL PLACES



Leading Hotels.

Metropole Hotel, Plaza Goiti, at Santa Cruz Bridge.
Recently erected in a central location overlooking the Pasig River.

Hotel de Francia, corner of the Escolta and San Jacinto, in the heart of the business district. Headquarters of the Carnival Association.

Bay View Hotel, 11-29 San Jose, Ermita. This hotel is pleasantly situated on the bay shore.

The Hotel Continental, 35 Plaza Goiti.

The Hotel Delmonico, 273 Palacio, Intramuros.

New Oriente Hotel, 121 Real, Intramuros.

Army and Navy Hotel, 545 Real, Malate.

Besides these there are other hotels and private boarding houses scattered about the city where the visitor can obtain accommodations.

Banks.

Banking hours, 10 to 3; Saturdays, 10 to 12.

Hongkong and Shanghai Banking Corporation, Plaza Cervantes.

International Banking Corporation, 15-23 Plaza Moraga. Depository of the Civil Government of the Philippine Islands.

Banco Español-Filipino, 10 Plaza Cervantes.

Chartered Bank of India. Australia and China, 34 Plaza Cervantes.

Steamship Offices.

All the steamship offices are in the neighborhood of Plaza Moraga at the end of the Escolta.

Cable Offices.

Both cable offices are at No. 21 Calle Carenero, close to the Hongkong and Shanghai Banking Corporation.

Post and Telegraph Offices.

The Manila Post-Office is on Plaza Lawton at the foot of the Santa Cruz Bridge. The telegraph office is under the direction of the Bureau of Posts and is located in the Post-Office building.

Clubs.

Army and Navy Club, 238 Calle Palacio, Intramuros.

Caledonian Club, 420 Rotonda, Sampaloc.

Columbia Club, Isaac Peral, Ermita.

Casino Español de Manila, 12 Pasaje de Perez, Binondo.

Elks Club, corner San Luis and San Jose, Ermita.

French Club, 67 Calle Alcala, Santa Cruz.

Tiffin Rooms, 31 Plaza Moraga, Binondo.

University Club, 60 Real, Ermita, corner San Luis.

Athletic Clubs.

Manila Athletic Association, Pavilion, Wallace Field, Ermita.

Manila Auto Club, 130 Escolta, Binondo.

Manila Boat Club, 131 Calle Marina, Ermita.

Manila Golf Club, office at 851 Calle Iris, links at Caloocan.

Athletic Clubs.

Manila Lawn Tennis Club, grounds at San Marcelino, Paco.

Sociedad de Tiradores (Fencing Society), 284 Bilibid Viejo, Quiapo.

Boards of Trade.

Manila Merchants' Association, 76 Escolta.

Camara de Comercio, Pasaje de Perez.

Camara de Comercio Filipina, 39 Plaza Cervantes.

Chinese Chamber of Commerce, 8 Salazar, Binondo.

Manila Chamber of Commerce, 4 Olivares, Binondo.

Consular Representatives.

Dean of Consular Corps, W. J. Kenny.

Great Britain: W. J. Kenny, consul-general; H. Horne, vice-consul, 100 Anloague; J. N. Sidebottom, pro-consul, 16 Carenero, Binondo.

China: Su Yu Tchsui, consul-general, 48 Plaza Caldéron de la Barca, Binondo.

Germany: Dr. F. Grunenwald, consul, 346 Calle Real, Malate.

Japan: S. Akatsuka, consul; K. Ito, vice-consul; 776 Calle Iris.

Spain: A. Baldasano y Topete, consul-general; A. F. Arias, vice-consul, 162 Calle Alix, Sampaloc.

Belgium: Charles le Vionnois, consul, 167 San Marcelino.

France: Francois Labrousche, consul; Count Leo de Sieyes de Veynes, vice-consul, 51 Calle Soledad, Binondo.

Russia: Count Leo de Sieyes de Veynes, vice-consul, 51 Calle Soledad, Binondo.